small air forces observer

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January 2009

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A Mexican Fighter Pilot in the Pacific
Congo Dornier Do-27 & Do-28
Yugoslav/Serbian An-2TD
Chinese Ilyushin DB-3
New Serbian Insignia

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January 2009









Italian aircraft visiting Tirana, Albania, October 1930. See letter opposite.
Photos via Roberto Gentilli

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

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SAFCH WEB SITES: Our new website <www.safch.org> is just about ready to take off. On this site you will be able to see, in color, those photos that had to be printed in SAFO in black and white. You will also be able to chat with other members. Also, see our Small Air Force IPMS/USA Special Interest Group (SIG) web site at <hppt://hometown.aol.com/rotorfrank/SmallAirForce.html> for photos of models by the members.

FRONT COVER PHOTO: Can you identify this aircraft? See book review on page 101for the answer. (Photo via Nuñéz)

BACK COVER PHOTOS: Yugoslav and Serbian Antonov An-2TD. See article on page 787. (Photos via Miklusev)

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"Referring to the letter of Susan Cross about a postcard showing Fiat CR.20s over Tirana, Albania, I believe that I have that postcard. Or a similar one, which I here enclose. This could be the explanation: in September 1930 a squadron of CR.20s from the 1° Stormo took part in an international air show in Romania, and then toured Yugoslavia, Greece and Turkey. During the tour, two fighters collided and one pilot died. On 27 September the CR.20s also gave an air show in Tirana, and the next day they flew back to Italy. That was probably the occasion for the postcards.

"A few days later, in October, a formation of no less than 80 Italian aircraft, including Caproni Ca.74 bombers, Fiat CR.20 fighters and Romeo Ro.1 recce airplanes, flew from San Vito dei Normanni to Tirana for the birthday of the king of Albania, Zog. That was clearly a sort of show of force, as Albania was considered to be in the sphere of influence of Italy, which invaded and annexed that nation in 1939. I here also enclose some pictures which I believe show that massive demonstration of air power."

Roberto Gentilli, Florence, Italy.

"I think that many in SAFCH would be interested reading a good novel based on small air force themes. I'll start with two: John Cleary's 'High Road to China'. This excellent Australian writer published this in 1977 and describes the life of a mercenary flyer in the 1920s. A good yarn that covers the hero's activities in the Greek-Turkish war and with various warlords in China. It was filmed in 1983 starring Tom Selleck.

"Another is by British writer Brian Innes (who was involved at some time with the Monty Python crew). This is 'Red Baron Lives'. This assumes that that infamous airman survived the Great War and had many adventures using his skills during the Russian Civil War.

"Both these are easily available from Amazon etc. There are probably others I would like to hear about! (I haven't started on Biggles!!)"

John Cochrane (SAFCH #905). E-mail: jcochrane2@googlemail.com.

AUSTRIA

ÖFH NACHRICHTEN (Oesterrichishe Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.)

2/08 Not yet received.

3/08 (40 pages) "DC-9-32 bei Australian Airlines" 11 pages including 13 b&w and 3 color photos, tables listing history of each aircraft, and 6 color profile drawings. Grundung der ersten Flugpostinie: Tein 3" 7 pages including 8 photos. Color photo: Austrian F-5E Tiger II'J-3065'.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; French & Flemish. International Postal Money Order for $30 for 4 issues.

#149 1/2008 (92 pages) "Fokker E.V n° 201/18" 4 pages on a model of a Fokker E.V in Belgian markings including 6 photos. "Alpha Jet Super Plus, Belgian Air Force 2003" 2 pages including 3 photos. "Gloster Meteor NF.11" 10 pages on building the 1/72-scale kit by PJ Production in Belgian markings including 6 photos of the real thing, 7 photos of the completed model, a 2-page 4-view color drawing, and 3 color profile drawings. "Gloster Meteor NF.11 Walk Around" 7 pages with 100 photos of details of the aircraft at the Brussels Air Museum.

#151 3/2008 (52 pages) "Fairchild Swearingen Merlin IIIA" 10 pages on building the 1/72-scale RVHP kit in the markings of the Belgian AF including 18 photos of the real thing, 7 photos of the model under construction, 7 photos of the completed modes, and a color 2-view drawing. "Stipa Caproni" 5 pages on building the 1/72-scale Dujin kit including 6 photos of the real thing and 6 photos of the completed model. [Ed: The Stipa Caproni is a most unusual aircraft with the engine and propeller buried within a barrel-like fuselage, *ala* ducted fan. The wings, tail unit, and cockpit appear to have been added as afterthoughts. It looks like one of the caricatures from Hasegawa, but it was a real plane. This kit should appeal to all modelers who love the exotic.] "Albatros DIII Oeffag 253" 8 pages on building the 1/72-scale Roden kit in Polish AF markings using Blue Rider swirl camouflage on wings and tail, including 8 photos of the completed model.

CZECH REPUBLIC

REVI: Dvoumesicnik a letadlech a letcicch. REVI Publications, PO Box 143, Svojsikova 1588, 708 00 Ostrava-Poruba, Czech Republic. E-mail: redakce@revi.cz. Web site: www.revi.cz. Text in Czech and photo captions in Czech and English.

[Ed: Revi is very difficult to review. It's not that it not a good magazine. On the contrary, it a great magazine with lots of color photos and drawings with lengthy captions in English. However, it does have a non-conventional format; articles that go on for issues, photos and color drawings relating to the kit reviews. It's all difficult to unravel if you don't understand Czech. Therefore, I'm going to list only the color drawings and let them suggest the content.]

#58 (56 pages)

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues $20.00, no check accepted due to the high redemption costs). Text in Finnish.

3/2008 #172 (16 pages) "Museo Storico dell'Aeronautica Militare" 4-page report on visit to Italian aviation museums including 10 photos. "Amodel Polikarpov UTI-4" 2 pages including 5 photos of the model. "Dornier DoX" 2 pages on building the 1/144-scale Matchbox kit.

SUOMEN

ILMAILUHISTORIALLINEN LEHTI (Pentti Manninen, Jakomaentie 8 b C 300, 00770 Helsinki. Subscription: Europe 26 euro, elsewhere 32 euro, and 45 USD. Payment by International Postal Order or in cash notes; no (cheques not accepted because of high redemption rates). Each issue includes a 2-page English summary.

3/2008 (24 pages) "Tampella Aviation Engine Works: Part 2" 4 pages including 4 photos. "Koolhoven FK.52" 6 pages on the beautiful but unsuccessful biplane in FAF including 12 photos. "Winter War Volunteer Eric Maund: Part 2" 2 pages including one photo. "Civil Guard Reserves for Finnish Air Corps" 2 pages including one photo. "Busted Flying Trip" 2 pages on adventures while ridding along on Fairchild 24 OK-FCG including 3 photos. "VKT 12, 70 LKK/42: Part 4" 4 pages on Finnish aircraft machinegun including 8 photos.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues).

#166 Novembre/Decembre 2008 (71 pages) "Cahier Spécial: les `as' français de 1918" 22 pages with short bios of French aces active at the time of the Armistice including 38 photos and color drawings of 15 Spad VII and XIII (some one side view, some two side views, some one side and a top view, and some 2 side views and a top view). "Douglas TBD-1 Devastator" 7 pages including 26 photos (á suivre).. "Le chanteur-guerrier", 6 pages on a WWI German airman who retuned to active duty in WWII only to be shot down by a Polish P-11c and killed while attacking Warsaw in September 1939; includes 12 photos and a color 3-view drawing of his Bf 110C `2N+1H'. "Reconnaissance á vue et appui-feu en Algérie:L'EALA 1/71, 1956-1957" 13 pages on flying SIAP a/c in Algeria including 35 photos and one map [Ed: including such evocative place names as Kasserine and Mareth.] (á suivre). "Du Voisin au Mirage" 8 pages; the final installment on French aircraft in Peru including 27 photos (Mirage 5P & 2000P). "Un chasseur de légende: le Polikarpov I-153 Tchaika" 7 pages including 17 photos and 2 color profile drawings (á suivre). "Info-maquettes et livres" 2 pages of reviews of kits (3 including 1/72-scale injection-molded kits from Azur FR.ROM of the Fleet 10G in Romanian markings "*Bravo á cette marque franco-roumaine á laquelle nous souhaitons longue vie!*" and the Fleet 16 Finch with decals for Canada, China, and Portugal) (*Superbe et belle idée que ce sujet exotique!*) and books (4).

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlief Billig, Oraniendamm 48, D-13469 Berlin. 4 issues per year, $66 surface. Payment by check drawn on German bank)

#22 September 2008 (116 pages) "Rote Asse über Nordkorea: Part 1" 22 pages

including 27 photos, 2 maps, and 13 color profile drawings [MiG-15 (9), F-86A (1), F-84E (1), & F-80C (1)]. "Sowjetische Atombomben in Europa" 24 pages including 39 photos, 2 maps, and 7 color profile drawings [Su-7BM, MiG-21SMT, Su-17M-2, Su-17M-3, Su-17M-4, MiG-25RB, & MiG-29S]. Der Stäärkste überriebt: Dornier, Fokker und Junkers" 22 pages including 44 photos [Dornier Cs II, Gs I, C III, C III Komet, Jager Fälke, & Libelle; Fokker V40, C II, & F II; Rieseler R III; Udet U-I, U-4, & U-6; Hansa Brandenburg W 29 & W 33; Kondor E.3a; Junkers J II, J 10, J 13, J 15, K (J 16), A (J 20), & J 21]. "Kamikaze vor Okinawa" 41 pages including 74 photos, 2 maps, a 3-page table listing UNS and RN ships damaged or lost to Kamikaze attacks), and 43 color profile drawings (all Japanese a/c some in very unusual color schemes).

ITALY

JP-4 Mensile di Aeronautica (JP-4, Via XX Settembre 60, 50129 Firenze; English summary of selectedarticles.

#6 Giugno 2008 (100 pages) Color photos: Swiss PC-21 & Norway JSF. "Veterani & Musei" 2 pages including 2 photos (Ro 43 & Ca 113). "Spring Flag 2008" 7 pages including 19 photos (Spanish F18, Greek F-16, Turkish F-16, etc.). "Lo Spad di Zanardo" 4 pages on a reproduction Spad 13 including 13 photos. "Incidenti Militari" 2 pages including 4 photos (South Korea RF-4C & Equatorial Guinea An-32).

#10 Ottobre 2008 (100 pages) Color photos: RAAF Hornet, Colombia Super Tacano, & Chile Boeing 767, "50 anni di Hawker Hunter in Swizzera" one page including 3 photos. "70 anni dell Aeronautica Ungherese" 2 pages including 7 photo [Hungary MiG-29 (2), L-39ZO (2), & Mi-24; and Serbia J-33 Orao & Super Galeb G-4 – all in colorful markings]. "Gli Orion del Grupo 22" 4 pages on Spanish P-3 including 7 photos. "Il ritorno dei MiG" 8 pages on current MiGs including 18 photos. "Acrogroup Stars" 4 pages on Serbian acrobatic team including 7 photos of its colorfully marked Soko G2-A Galebs. "Incidenti Militari" one pages including 2 photos (Pakistan MFI-17 and Georgia Su-25).

#11 Novembre 2008 (100 pages) Color Photos: Jordan F-16 & Iraq King Air. "MiG polacchi sul Ba;tico" 4 pages including 7 photos. "Incidenti Militari" one pages including 3 photos (Zimbabwe Nanchang K-8, Serbia Sokol Super Galeb G-4, & Angola An-12).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, c/o Luuk Boerman, Kerkstraat 2, 2471 AP Zwammerdam. E-mail: lucasb@normadblend.nl.

4/2008 (40 pages) "KLu Gulfstrean G.IV" 6 pages on building the 1.72-scale Welsh vacuform kit including 2 photos of the real thing, 8 photos of the model under construction, 8 photos of the completed models, and 3 color profile drawings. "Wurzburg-Riese FuSE-656 Radar" 4 pages on building the 1/72-scale Extra Tech kit including 24 photos of the model under construction. "MS.406 C1 van de Kroatishe luchtmacht" 4 pages on building the 1/72-scale Heller kit in Croatian markings, including 6 photos of the model under construction and 4 photos of the completed model. The decals used are from a "Rising Decals" set that contains markings for two Croatian MS.406 and a MS.406 with the Yugoslavian Partizan AF.

POLAND

LOTNICTWO (Krzystof Zalewski, ul Grochowska 306/310, pok. 206, 03-840 Warszawa. E-mail: kz@magnum-x.pl.)

8/2008 (100 pages) "Heinkel He 177 Greif (cz.II)" 8 pages including 16 photos, 4 color profile drawings, and a 5-view scale drawing. "Szolenie polskiego personelu latajacego w Wielkiej Brytanii podczas II wojny swiatowej" 5 pages on the training of Polish airmen in Great Britain during WWII including 9 photos and 4 color profile drawings (Tiger Moth, Master, Oxford, & Anson). "Saab 37 Viggen (cz.II)" 6 pages including 17 photos. "ALA 78 – Hispanska Szkola Pilotw Smigłowcowych" 3 pages on the Spanish helicopter school including 8 photos [Cierva C.30, Bu 131, EC 120B (3), UH-1H, S-76, and Hughes 300 (It looks like a Bell 47 to me)]. "29. Darłowska Eskdra Lotcicza" 3 pages including 6 photos of Polish helicopters [Mi-14PS (3) & Mi-14PŁ (2)] "Sily Powietrzne Federacji Rosyjskiej Czesc VL Lotnictwo morskie" 12 pages on the current Russian naval aviation including 22 photos.

9/2008 (100 pages) "Niemieckich Eurofighterow" 4 pages and centerfold including 8 photos. "McDonnell F-4B Phantom II (cz.I)" 9 pages including 20 photos. "Pierwsze mysliwce naddzwiekowe w polskim lotnictwie wojskowym" 9 pages on Polish MiG-19 including 19 photos and 4 color profile drawings. "Lightning w rejonie Morza Srodziemnego (Cz.I)" 10 pages on P-38 Lightnings in the Mediterranean region including 21 photos and 4 color profile drawings. "WWS RKKA w wojnie sowiecko-polskiej jesienia 1939" 9 pages on the Soviet air force over Poland in September 1939 including 15 photos and 4 color profile drawings (SB-2, R-5, R-Z, & DI-6).

USA

IPMS/USA JOURNAL (IPMS/USA, PO Box 2475, North Canton, OH 44720-0475 USA. Six issues per year: In USA: $25 for adults (18 and older) and $12 for juniors (17 and younger); Canada & Mexico $30; all other $32.)

September + October 2008 – Volume 20, Number 05 (74 pages) The entire issue is devoted to color photos of all the winning models at the 2008 IPMS/USA Nationals. [Ed: While I enjoyed seeing all the models, I wish more information about the models had been included. For example, unless the category included only one scale, there is no way to judge the quality of the kit; the Judges Grand Award winning model of the USS Fitch would be an outstanding kit if it were in 1/700 scale. I would like to know the name of the kit so if I see something I'd like, I can go out and buy it. Information on how much extra the builder put into the model would influence my decision to buy the kit. Perhaps, in the future, this type on information can be given at least for the first place winners.

November + December 2008 – Volume 20, Number 06. (72 pages) "Daedalean Dogflighter: Kitbashing a Hellenic Spitfire Vc with Tamiya and ICM kits". 6 pages including 7 color photos of the finished model and 6 color photos of the under construction. "Flying Firefighters: Nepiune Fire Bombers" 4 pages including 8 color profile drawings. Non-aviation articles include: "Hard-Working Heavy Hauler: Taking the showroom shine off AMT/Ertl's Payhauler"; "The M60A2: a Futuristic Failure"; "MERDC Camouflage for the M60A2"; "Startling Starship: Kitbashing and scratchbuilding your way to an accurate M60A2"; and "M60A2 Walkaround".

An-2TD in Yugoslavia / Serbia & Montenegro / Serbia AF Service.

Nenad M. Miklusev

[Author's notes: The following article is extracted from YASIG's Special on the An-2 in Yugoslav AF Service, published in 2006, and available for Euros 20 worldwide airmail postage included.

The An-2TDs in this article are owned and used by Yugoslav Air Force, Serbia & Montenegro Air Force and Serbian Air Force. They are widely used by the National (Yugoslav) Aero Club in support of Parachute Championships, National Parachute team training, and similar Aero Club duties. There are a lot of An-2s in Yugoslav and later Serbian civil aircraft registry counts at least 50-70 An-2s used for various duties, from crop dusting, light transport, to Aero Clubs sport roles. Thank you again for nice reviews, they generate some orders around the world.]

In 1976. Yugoslav Air Force bought seven An-2TDs from Poland, and these are being delivered in February 1977. An-2TDs were intensively used for purposes of parachute training for both, Yugoslav Aero Clubs, and Yugoslav Air Force Airborne units. Prior the outbreak of civil war in Yugoslavia, An-2TDs serves in the following aviation units:

679. Transportna Avijacijski Eskadrila (TRAE)- (679th Transport Aviation Squadron) was formed in 1976. It formed part of the 111th Aviation Brigade. It operated An-2 and An-26 from Pleso/Zagreb-Croatia air base, moving to Banja Luka in 1990. then to Serbia until late 1996 when it appears to have been disbanded.

677. Transportna Avijacijski Eskadrila (677th Transport Aviation Squadron) was formed by 1976. It was part of the 119th Aviation Brigade until after 1996 when it became an independent unit. It operated the An-2 and An-26 from Nis in Serbia, serving the 63rd Airborne Division (63.Padobranska Brigada), special anti terrorist unit.

333. Avijacijski Eskadrila (333rd Aviation Squadron) was formed in the late 1980s. It was part of the 172nd Aviation Regiment. It operated a range of aircraft types from Zemunik until 1991 when it moved to Kovin.

One An-2 TD (70375) was based in the late 1980s at Zadar/333 AE.

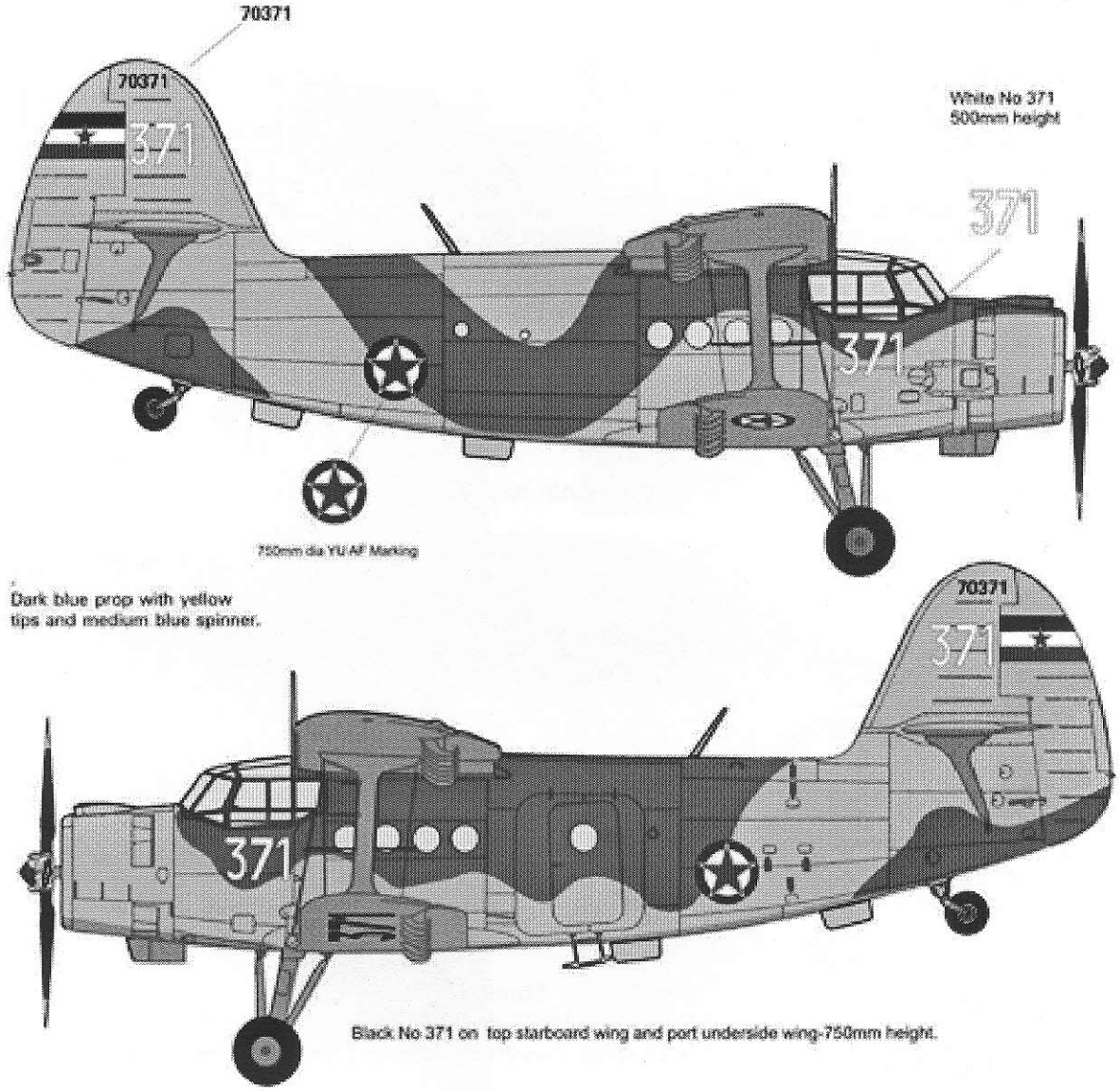
Currently, at least one An-2TD still serves in 677. TRAE at Nis, Serbia.

Nenad M. Miklusev. Please note that the e-mail address you gave for YASIG in SAFO #125 (YASIG@eunet.yu) is not in use anymore. The current e-mail address is :supercuber@gmail.com supercuber@neobee.net.

Serial	c/n	Delivered	Registration	Status
70301	1G-16717	1977	YU-BKE	Destroyed by NATO 1999. Leskovac
70302	1G-16727	1977	YU-BKF	In service 2005 Nis 677 TRAE
70371	1G-17101	1977		In service 2005 Nis 677 TRAE
70372	1G-17102	1977		Written off at Ecka-Zrenjanin, June 2004
70373	1G-17103	1977		In service 2005 Nis 677 TRAE
70374	1G-17104	1977		Destroyed by NATO 1999. Leskovac
70375	1G-17105	1977		Destroyed by NATO 1999. Leskovac

PZL MIELEC ANTONOV AN-2 TD

Yugoslav AF 1977. Serial 70371/371 c/n1G-17101



GRAY FS 36187-Topsides

DARK GREEN FS 34102-Patches

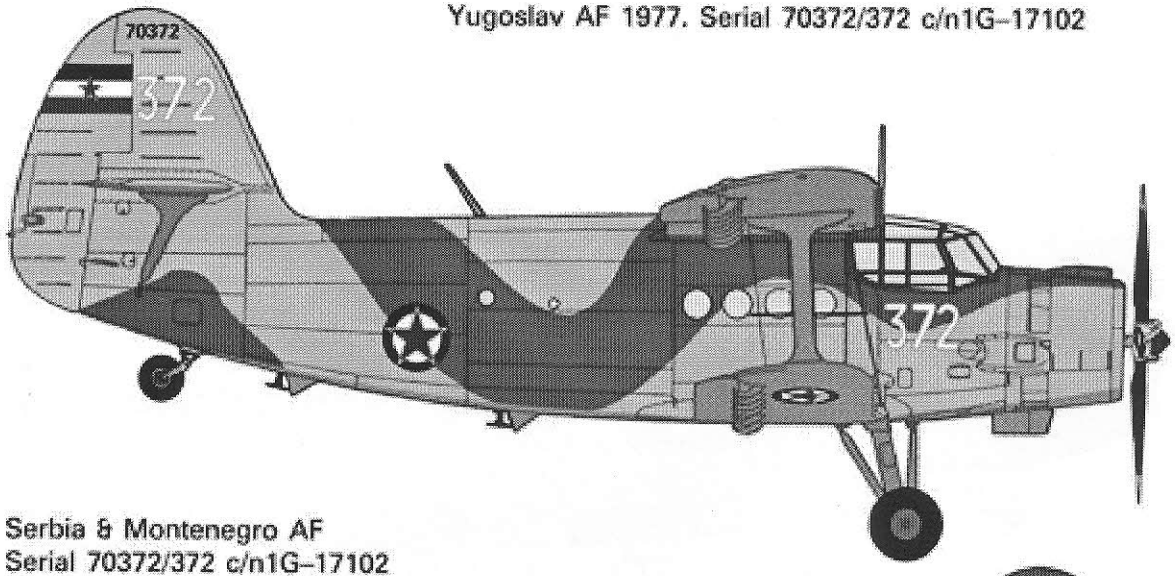
LIGHT BLUE FS 35109-Undersides

Extracts from
"AN-2 Colt In Yugoslav Air Force service"
by Nenad M. Miklušev C.2006
Yugoslav Aviation Special Interest Group-YASIG
Http:www.aeropoxy.netfirms.com
E-mail: supercuber@gmail.com

Drawn by Nenad M.Miklušev C.2006/2008.

PZL MIELEC ANTONOV AN-2 TD

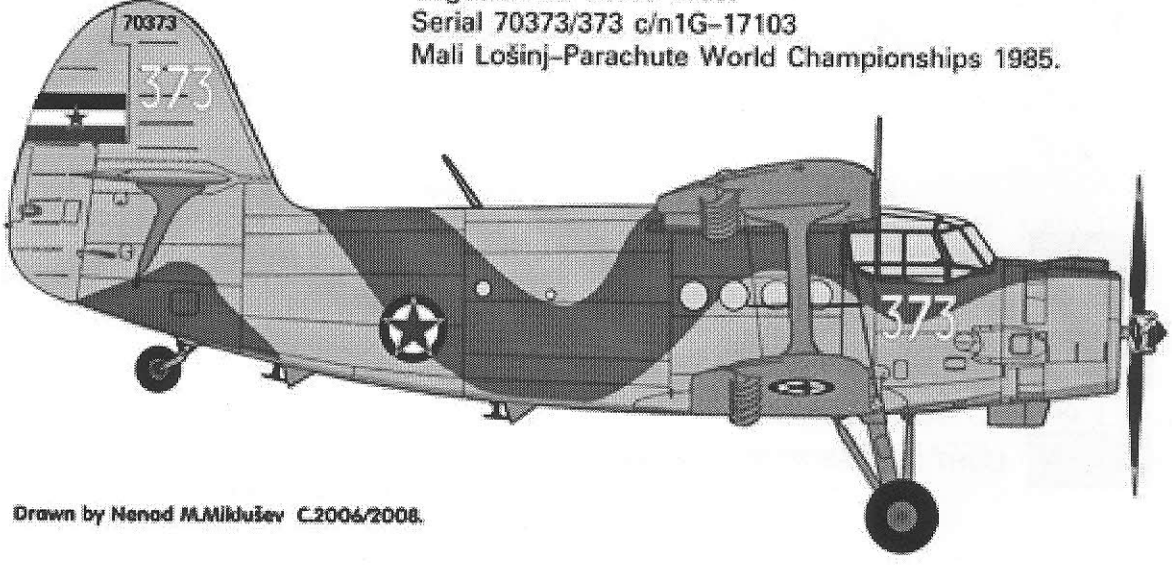
Yugoslav AF 1977. Serial 70372/372 c/n1G-17102



Serbia & Montenegro AF
Serial 70372/372 c/n1G-17102
Written Off, fuselage stored at Ečka-Zrenjanin airport.



Yugoslav Air Force 1985.
Serial 70373/373 c/n1G-17103
Mali Lošinj-Parachute World Championships 1985.

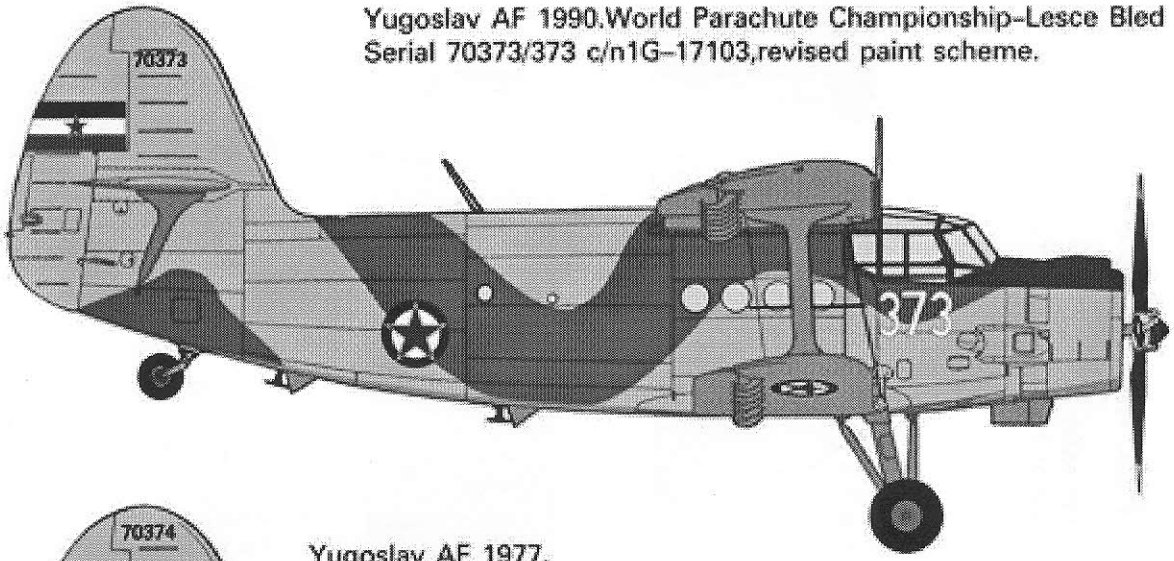


Drawn by Nenad M.Mikušev ©2006/2008.

PZL MIELEC ANTONOV AN-2 TD
Yugoslav AF 1977.
Serial 70372/372 c/n1G-17102
372
GRAY FS 36187-Topsides
DARK GREEN FS 34102-Patches
LIGHT BLUE FS 35109-Undersides
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Yugoslav Aviation Special Interest Group-YASIG
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E-mail: supercuber@gmail.com
Drawn by Nenad M.Miklušev C.2006/2008.

PZL MIELEC ANTONOV AN-2 TD

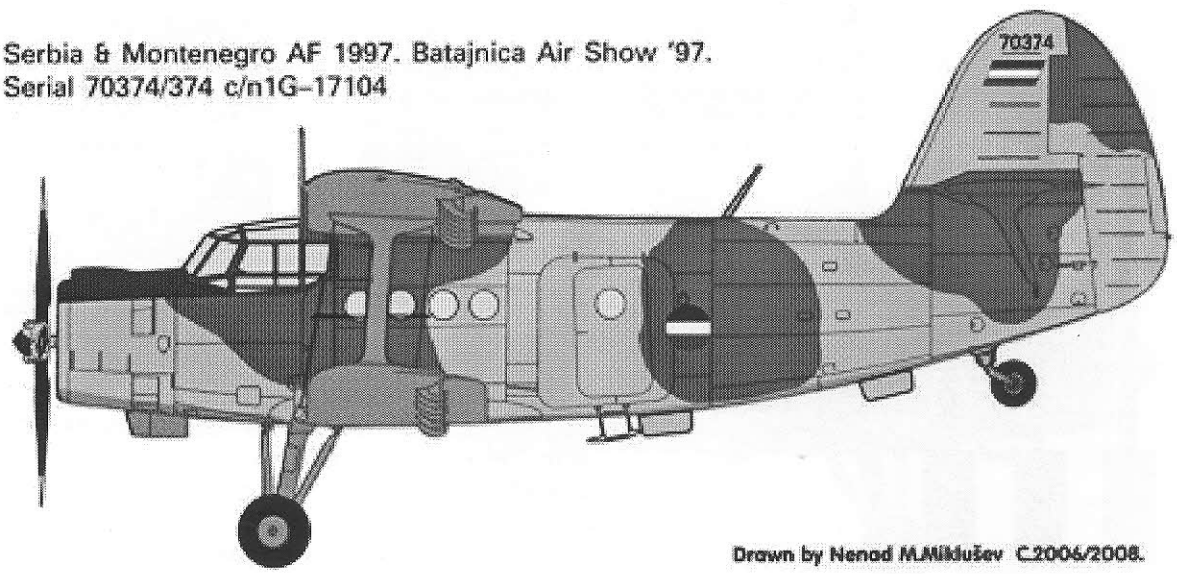
Yugoslav AF 1990.World Parachute Championship-Lesce Bled
Serial 70373/373 c/n1G-17103,revised paint scheme.





Yugoslav AF 1977.
Serial 70374/374 c/n1G-17104

Serbia & Montenegro AF 1997. Batajnica Air Show '97.
Serial 70374/374 c/n1G-17104



Drawn by Nenad M.Mildušev ©2006/2008.

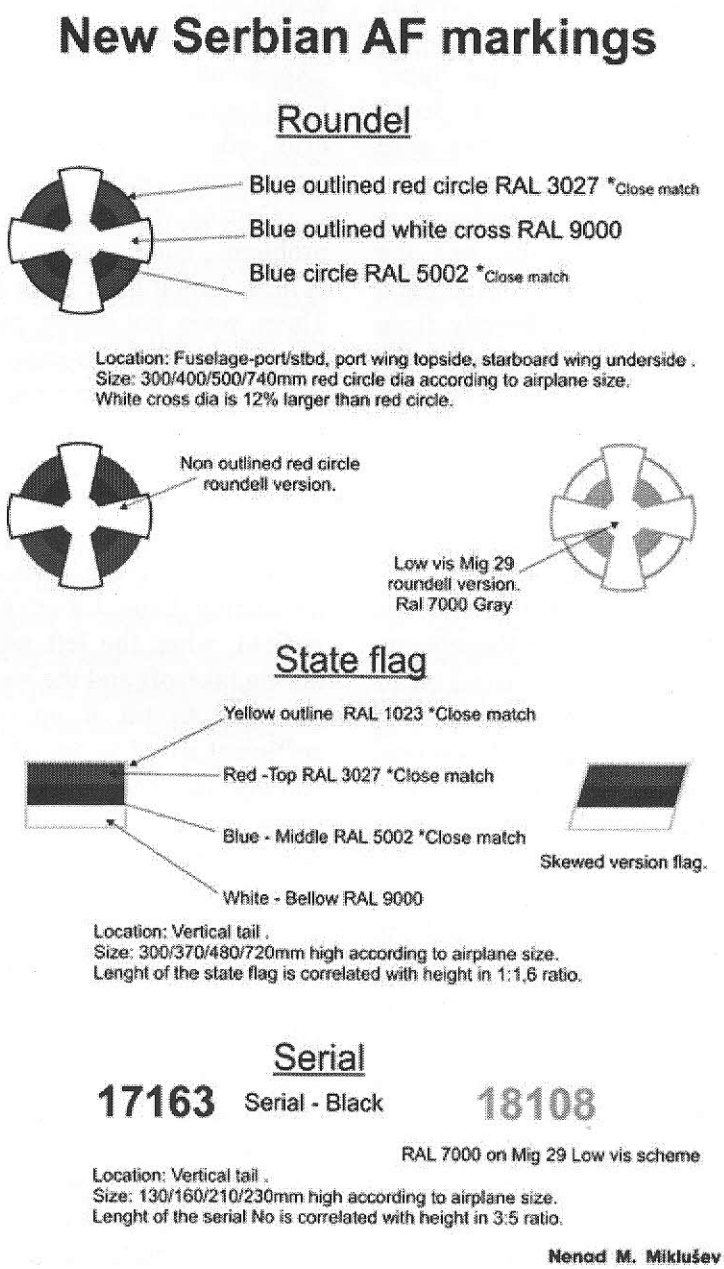
Serbian Air Force's New Insignia.

Serbia has a new air force insignia since June 2007. This is painted on all airplanes and helicopters in the inventory: Mig-29, Mig-21, Soko J-22 Orao, Soko G-4 Supergaleb, Utva 75, Antonov An-26, Mil-Mi-8, Soko SA-341 Gazelle, YAK-40, and few other types.

The new insignia is based on the old Royal Yugoslav AF style, with a white Kosovo/Takovo cross over a red/blue (blue inside) roundel with a blue outlines. . There are a few variations of this insignia: one without the blue outline on the red circle, and a low-visibility insignia painted on Mig-29s. Some Mig-29s also carry low vis outlined buzz-style numbers (last three numbers of serial, e.g. 108) painted on the air intakes.

Mig 29s, Orao's, Super Galebs and Antonov An-26s have been overhauled in the past few years and Serbian fleet is close to its full strength.

Nenad Miklusev, Aeropoxy Model Aviation. www.aeropoxy.netfirms.com



Dornier Do 27 and Do 28 in the Congo

Leif Hellström

The Dornier Do 27 and its twin-engined development Do 28 were both intended as sturdy "bush" aircraft. As such, they were suitable for use in Africa. In 1959, while the Congo was still Belgian, Do 27Q-1 demonstrator D-EMAM visited the colony and was shown to air force personnel. No sales resulted before independence, however, and it was only a few years later that the two types entered service in the Congo.

Aviation Katangaise (Avikat)

After the Katanga province had seceded from the Congo in July 1960, the Katangese Air Force, known as Avikat, was gradually built up. To supplement the Doves "inherited" by Katanga a number of Piper Super Cubs and Tri-Pacers were purchased from a South African dealer in early 1961, but their capabilities were limited.

Support for Katanga was still strong in Belgium at this time. One of Katanga's many agents was the Belgian Colonel Jean Cassart and he was commissioned by Katanga to order six Dornier Do 28s directly from the factory. An order was placed by Cassart through the Mitraco company in May or June 1961, but evidently only for five aircraft; the discrepancy in quantity remains unexplained. The aircraft were all newly built Do 28A-1s. They were standard aircraft, without any special military equipment.

The first one was flown to Brazzaville in former French Congo by a ferry pilot and from there it was picked up by a Belgian Avikat pilot, Jan van Risseghem, and flown via Angola to Katanga, where it arrived on 22 September 1961. This was just days after the first round of fighting between Katanga and the United Nations, during which most of the existing Avikat aircraft had been interned at Elisabethville and most of its pilots expelled.

The remaining aircraft were picked up at the Dornier factory at Oberpfaffenhofen near Munich by four Avikat pilots: Claude Berteaux, Edward Boutet, Laurent Fouquet and Serge Paire. The first three were Belgians who had previously served with Avikat on semi-official secondment. They had been expelled by the UN a few weeks previously and were now returning to Katanga as mercenaries. Paire was French and had served in Katanga as a volunteer. There were also some passengers, including a few wives and girlfriends who helped give the impression of an innocent, purely civilian flight. The four Do 28s took off in formation from Munich on 8 October 1961 and staged through France, Algeria, Niger, Cameroon, Gabon, Congo-Brazaville and Angola, before arriving at the new Avikat main base at Kolwezi in Katanga on 15 October. There had been no major problems during the long trip, either with the aircraft or the authorities en route.

The arrival of the first Do 28 had gone unremarked but the delivery of the four additional ones caused a minor international outcry, since there was a UN embargo on arms to Katanga. Dornier had been instructed to mark the aircraft with their construction numbers, prefixed by "KA", e.g. "KA-3016". "Apparently it did not occur to anyone that KA stood for Katanga", the British Embassy in Paris commented drily after having investigated the transition of the aircraft with the French.

Getting the aircraft to Katanga was only half the problem. "Nice airplanes, but nobody could fly them", is how Avikat pilot Leon Libert described the situation. There were not many pilots in the Avikat who had experience on twin-engined aircraft with tail wheels, and to make it worse the propellers of the Do 28 both rotated in the same direction, creating increased torque on take-off. Some considered them difficult to fly.

There were also constant technical problems, not helped by the Avikat practice of buying only a minimum of spare parts. One time José Magain was instructing Leon Libert on the Do 28 at Kaminaville airfield, when the left wheel suddenly stopped turning during take-off and the aircraft veered. Luckily the crew managed to tilt it up on the other wheel and had sufficient speed to get off the ground. "Coming back to Kolwezi we had to run it on the runway to make sure the wheel was free. And it was. We never understood what happened. And a lot of things like that happened with the Dornier."

One aircraft, KA-3018, was damaged on 4 November already, when the tail hit a bush on take-off from Kolwezi. The pilot is variously given as Max Glasspole or Jimmy Hedges. The aircraft was evidently never repaired but was stripped for spares. The hulk ended its days as a decoy target beside the runway at Kolwezi.

The Do 28s were employed for general work, mainly transportation and some reconnaissance. "All of us became quite sunburnt about the face flying these

ships," pilot Jimmy Hedges later wrote, "with the sun shining through the large windscreens." They would carry supplies to garrisons and patrols and would bring out sick and wounded. The Dorniers were also used to fly civilians out of danger and José Magain recalls a time where he evacuated priests and nuns from a mission between Kongolo and Albertville. "I was there for three days, picking them up and bringing them out ... up at first daylight and finish at sundown."

By early December 1961 tension was again rising with the UN and another round of fighting seemed imminent. By this time the UN had received fighter support: Canberras from India, SAAB J 29s from Sweden and F-86 Sabres from Ethiopia. On 5 December Leon Libert flew one of the Do 28s to the small airfield known as Kolwezi-Town, since they were afraid of UN attacks on the main Kolwezi airfield. In the morning of 6 December the weather was foggy and it seemed a good time to fly over to the main field to refuel before continuing north on a mission. It was only about 15 miles between the airfields. A Belgian named Cnops, who was the Ford dealer in Kolwezi, wanted to come along in the right seat. He was not a qualified pilot but had been taking some lessons and was always eager to fly. Libert's wife as well as Avikat pilot Roger Bracco and his girlfriend also came along for the ride. Little did they know that the UN was about to make a pre-emptive air strike against Kolwezi, to knock out the Avikat.

> My call-sign was "Julia". We came in to land and the tower - we still had a tower then - said, "Julia, the bandits are behind you! Get out of there!" We were just ready to land. Cnops was flying when all of a sudden I took over the controls. He didn't know why: I had been saying that he was doing well and then suddenly I took over! They attacked us, the Indian Canberras. Bracco turned around in the backseat, opened the curtain in the back - it was a fancy airplane - and was telling me, Left!, Right!, Left!...

"They were shooting at us, like hell", Bracco recalls. "So we went as low as possible, nearly hitting the trees." The Indian Canberra crews reported that a Dornier had been sighted but that it had escaped into clouds. Since they were very low on fuel, Libert landed at the small airfield at N'Gule not too far away and there they waited, watching their home airfield being straffed in the distance. After an hour or two, when things seemed quiet again, they flew back to Kolwezi.

One of the other Do 28s, KA-3019, had been hit on the ground by the Canberras and was reduced to a burnt-out wreck, together with Avikat's solitary DC-3 and DC-4, and a civilian Piper Cub.

By December 1961, some of the Do 28s had been re-serialled by simply removing the initial "3" from their serials, KA-3016 thus becoming KA-016 and KA-3017 becoming KA-017. It is very likely that KA-3020 was similarly re-serialled as KA-020 but there is no photo evidence of this. Neither KA-3018 or KA-3019 received a modified serial, however, presumably because they were lost before the change was fully implemented.

UN reports and newspaper articles often referred to the Avikat Dorniers as "bombers" and sometimes claimed that they were equipped with bomb racks or rocket rails. This was never the case. In fact, most Avikat veterans agree that the Do 28s were not used to drop bombs and that only the Doves were employed as bombers.

It would appear, however, that the Do 28s were in fact used for a few bombing raids, or at least one such mission. On the evening of 14 December 1961, KA-020 took off from Kolwezi to bomb the UN positions in Elisabethville. The crew consisted of Jimmy Hedges, Jerry Puren and his brother-in-law José Renouprez. Puren has described the mission in detail in his book *Mercenary Commander*. The bombs were stacked in the cabin and simply thrown out the door by the "bombardier" when over the target. Needless to say the precision was low, particularly as it was a night mission.

What the crew didn't know was that the UN had moved in two 20 mm anti-aircraft guns and these opened up on the Dornier as it came in for its bomb run. Despite frantic evasive action the aircraft was hit. The damage was not too serious, but the fuel system developed a leak and there was a constant loss of fuel. The crew contined to the small airfield at Kasumbalesa as planned but found that the airfield lights had not been lit as agreed. They continued to Kipushi, but there they found the runway blocked. Soon afterwards the weather worsened and the crew lost their way completely. In the end they simply ran out of fuel and, since they had no parachutes, had to do a night landing in the bush. Due to the low landing speed they survived the crash, even though the aircraft flipped over on its back. The three crew members staggered around in the bush for three days until finally coming across a settlement and being turned over to the authorities. It turned out that they had crashed near Solwezi in Northern Rhodesia (presently Zambia) and the crew was arrested on charges of

"illegal immigration", being deported to their home countries a few days later.

The beginning of 1962 thus saw only two Do 28s still airworthy. Of these, KA-017 was damaged when it ran off the runway at Kipushi, probably some time in January 1962. It was dismantled and the following month trucked to Kitwe in Northern Rhodesia for repairs. Later it was moved to Lusaka and newspaper reports from August 1962 mentioned that it was awaiting spare parts from Germany.

In February 1962 Katanga received permission to recover the wreck of KA-020 at Solwezi. This is likely the Dornier which, according to Roger Bracco, a group of Katangese Avikat mechanics was sent to collect after an accident. They had been told to remove the wings for transportation but instead they cut them off... The aircraft was a write-off, anyway, and there is no indication that it was ever returned to Katanga.

This left only a single Do 28 in service but this was not to last since José Magain crashed KA-016 at Kolwezi around March 1962. The aircraft was overloaded and very overweight, something that was not unusual in the Avikat. "I took off at night, and there were no runway lights – as usual", Magain recalls. "I never reached speed, and with no light, no nothing: boom!" He ended up 600 yards from the runway, with the aircraft piled up against a tree, hanging from his seat belt while waiting to be rescued.

The service history of the Do 28A-1 in Katanga was thus only some six months long. Parts of KA-016 were sent to Northern Rhodesia to be used in the repairs of KA-017 but these were never completed and the aircraft was still at Lusaka in late 1968. The remains of the three Do 28 wrecks at Kolwezi were captured by the UN in January 1963 and eventually no doubt scrapped.

One source states that the Bölkow BO 207s delivered to Katanga in mid 1962, also by Jean Cassart, were a compensation for the undelivered sixth Do 28, but this is as yet unconfirmed.

Finally, in late 1962 or early 1963, Cassart bought a used Dornier Do 27Q-4, D-ELLA, from Dornier with the stated intention of re-selling it in the Congo. Since Cassart was still a staunch supporter of Katanga, no doubt his actual intention was to deliver the Do 27 to the Avikat. However, the collapse of Katanga put paid to any such plans and the aircraft was eventually sold back to Dornier in 1964.

On delivery the Avikat Do 28s were painted overall silver, with a black anti-glare panel and trim in metallic forrest green. The serials were painted in black on the fin, on top of the right wing and under the left wing. There were no national insignia in use by this time. During or just before the fighting in December 1962, two of the aircraft, KA-016 and KA-020, were given makeshift camouflage in dark green on their upper surfaces. KA-016 carried two distinctly different camouflage patterns at different times so it is likely the original camouflage paint job was poorly applied and wore off quickly. Photos of KA-017 show that it remained in its original livery until the end, as did KA-3018 and KA-3019.

Force Aérienne Congolaise (FAC)

The air force of the central Congolese government, the FAC, had a slow start to its existence. A few grounded, former Belgian aircraft made up its original inventory. In the spring of 1961 various plans were drawn up for the creation of a proper air force, with the assistance of the UN. One of the plans called for eight "Super Broussard or Dornier" to be used for liaison and rescue, with two allocated to each geographical region. This came to nothing, however.

During the 1960s, West Germany had ambitions to develop its influence in the third world, including Africa. Already in June 1960, the German government had planned to donate a new Do 27Q-4, c/n 2069 registered D-ELLA, to the Congo. This was cancelled due to the chaotic political situation in the Congo in 1960-1961 and instead the aircraft later almost ended up in Katanga, as related above.

In early 1962, the German government tried again and this time donated another Dornier Do 27Q-4, the former D-EFUK, to the Congo. Considering the timing, one cannot help wondering whether this wasn't a way of apologizing for letting the Do 28s slip through to Katanga. The Dornier had been modified as an agricultural aircraft with special Swathmaster spray gear mounted under the fuselage. The official receipt from March 1962 mentioned that the aircraft had passed into the possession of the Congolese Ministry of Agriculture on 21 February 1962. Officially the Do 27 was a civilian aircraft, therefore.

However, already in late January 1962 a UN intelligence report listed "one Dornier" among the aircraft in military service at the N'Dolo airport in Leopoldville. Later documents clarified that the Dornier was a Do 27. A month later the Congolese army specifically requested the Do 27 to be sent to Albertville in eastern Congo to support the ground forces there. It appears the aircraft was never sent, but this clearly shows that it was considered a military asset at the time. Various old aviation history sources claim that the

aircraft received the FAC serial WL-03, which would be consistent with an allocation date of mid January 1962 or earlier. There is no photo evidence of these markings, though.

A UN report dated June 1962 detailing the aircraft of the FAC included a Do 27, as did a US advisory team report from July 1962, both of them indicating that it was serviceable at the time.

Around August 1962 a German pilot named Alexander Slomsky arrived in the Congo. He was a Dornier specialist paid for by the German government to teach the Congolese how to use the Dornier for agricultural purposes. It seems he was not very keen on this mission, however, and instead spent his time as flight instructor with the FAC flying school at N'Dolo, which was run by another German, who incidentally was also an intelligence agent for the German Bundesnachrichtendienst.

The Do 27 had officially been civilian registered as 9O-CKB on 5 July 1962, so quite possibly the intention at this time was to start using it in the agricultural role. [The registration prefix of the Congo was 9O ("nine" "Oh") in 1961-1962 and it was changed to 9Q thereafter.] A report from August 1962 stated that the spraying equipment for the Dornier was in Leopoldville, stored in the villa where Slomsky lived with the other German instructors. Whether the spray bars were ever fitted is unknown but in a UN report from early December 1962 the Do 27 is no longer listed, possibly indicating that it was considered civilian by this time. US intelligence reports from February and September 1963 and April 1964 do all include a Do 27 in the FAC inventory, but always with a note that it was operated by the Ministry of Agriculture. Whether it actually ever flew with them is unconfirmed, and there have been no reports of any agricultural aircraft of any type operating in the Congo during the period.

In the spring of 1964 a new rebellion was gaining ground in the Congo and the FAC was put on a war footing for the first time, sending armed T-6s to attack rebels in the Kwilu province. Whatever the Do 27 had been used for since 1962, it was now drafted into FAC service. A proposed FAC organization chart from early April 1964 shows it as being part of the grandly named Rescue & Liaison Flight, which only contained the Do 27 and a Sikorsky S-55A, the latter long since non-operational.

A German mechanic named Rudolf Körner who worked with the FAC from 1964 (although drawing his salary from the US embassy), recalls that there was a Do 27 standing around N'Dolo airport, which was flown a few times. It was not considered very useable, though. Ed Dearborn, the American CIA pilot in charge of the T-6s, flew it now and then but had problems taking off and landing. The Congolese had put so much camouflage paint on it "that it could hardly fly". The only available photo of the aircraft, taken during a rare outing to Kikwit in the Kwilu province, shows it as being overall dark olive green, with a black anti-glare panel. It had also been given a new FAC serial in the 9T-Pxx range, but unfortunately the two last digits are unknown. It appears no national insignia were carried.

It is almost certain that 1964 marked the end of the Do 27's unremarkable career with the FAC. Körner recalls that when the Congolese tried to remove some of the excess paint from the windows with acetone, they damaged the plastic. There was also damage at the rear end, where somebody hit it with a fork lift. "So this aircraft was finished." With the influx of additional aircraft and helicopters to the FAC in mid 1964, there was no longer any need to try to keep the one-off Dornier operational and it was withdrawn from use. An inventory from early December 1964 did not include the Do 27, nor did it ever appear again in any later reports. In due course the aircraft returned to the civil register, this time as 9Q-CLU, but it is not clear if it flew again and its ultimate fate is unknown.

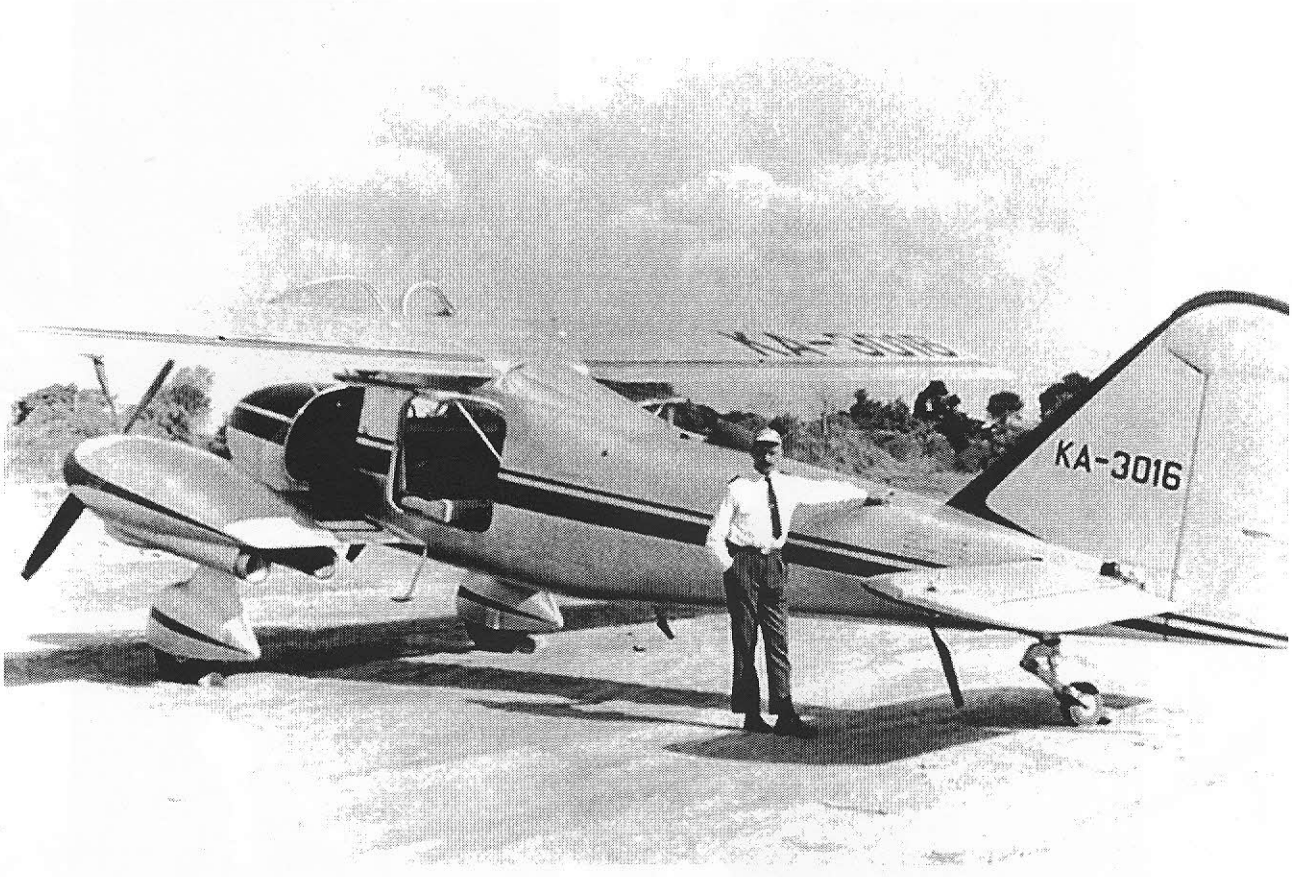
In later years a few additional Do 27s found their way to the Congo, but none of these had any military connections.

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Serial/Reg	Type	C/n	Previous ID	Served from/to	Remarks
Avikat					
KA-3016					
KA-016	Do 28A-1	3016	D-IBIG	22 Sep 61/c.Mar 62	Crashed at Kolwezi during night take-off, flown by José Magain. Camouflaged.
KA-3017					
KA-017	Do 28A-1	3017	D-IBIH	15 Oct 61/c.Jan 62	Ran off runway at Kipushi. To Northern Rhodesia for repair Feb 62; not completed. Not camouflaged.
KA-3018	Do 28A-1	3018	D-IBIK	15 Oct 61/4 Nov 61	Tail damaged when hitting bush on take-off at Kolwezi; never repaired. Used as decoy at Kolwezi until Jan 63. Not camouflaged.
KA-3019	Do 28A-1	3019	D-IBIL	15 Oct 61/6 Dec 61	Destroyed at Kolwezi in air attack by UN Canberras. Not camouflaged.
KA-3020					
KA-020?	Do 28A-1	3020	D-IBIM	15 Oct 61/15 Dec 61	Crashed near Solwezi, Northern Rhodesia after running out of fuel on bombing mission, flown by Jimmy Hedges. Camouflaged.
(none)	Do 27Q-4	2069	D-ELLA	(Not taken up)	Bought by Jean Cassart late 62/early 63, most likely intended for Katanga; secession ended before delivery could be made.
FAC					
WL-03 / 9T-P..	Do 27Q-4	2051	D-EFUK 9O-CKB	Jan 62/64	Wfu after ground handling damage. To 9Q-CLU.

Captions for photos on pages 89-91

1. The first Katangan Do 28, KA-3016, photographed soon after its arrival in September 1961. The aircraft is still pristine and retains its factory paint scheme of silver and dark green. Note the weight data block in front of the tail. The man in the photo is Jimmy Hedges, a British mercenary pilot serving with the Avikat. (Via Dave Becker)
2. One of the Do 28s employed in an unusual role in early November 1962, that of prisoner transport. The hapless transportee was a Katangan army deserter, unlucky enough to get caught. Note the mud splatter on the side and tail of the aircraft. (Associated Press)
3. The former KA-3016 after being re-serialled KA-016; as is obvious, this was done by simply removing the "3" in the number. The bombs being off-loaded were manufactured locally and were normally dropped from racks fitted inside the Avikat DH Doves. (Via Dave Becker)
4. A clandestine photo of KA-016 snapped by the US Air Attaché at N'Dola in Northern Rhodesia on 13 December 1961. This was the first camouflage carried by the aircraft and consisted of a dark green wash on the upper surfaces. The original paint scheme is still visible on the nose and one of the wheel covers. (UN Files)
5. The other side of KA-016 as seen at N'Dola. The sloppy application of the camouflage is evident. Note the presentation of the serial under the wing; the serial on the top was painted out completely, as were the serials on the fin. In the background is a Rhodesian Air Force Canberra. (UN Files)
6. Avikat Do 28 KA-020 seen near Solwezi in Northern Rhodesia, after its night-time emergency landing following a bombing raid on Elisabethville on 15 December 1961. The crew survived but the aircraft was a write-off. The camouflage pattern differed from KA-016 and left much of the original trim visible. The serial on the fin was painted out, as was probably the serial on top of the wing. (Via Leon Libert)
7. KA-016 again, at Kasimba in February 1962. It is in its second camouflage scheme, which was applied in criss-cross brush strokes rather than as a wash. Note that the cowlings, or perhaps entire engines, have been replaced by units probably taken from KA-3018, probably following an emergency landing KA-016 was involved in. The wheel covers have also been removed. Only a few months have passed since the Do 28 left the factory but it now looks anything but pristine! (Via Dave Becker)
8. A close-up of the fin of KA-016, showing details of its second camouflage pattern. This time the serial was displayed on the fin but the top wing serial was painted out, like before. (Via Dave Becker)
9. The stripped hulk of Katangese Do 28 KA-3018 placed as a decoy at Kolwezi airport, seen after its capture by the UN in January 1963. As is obvious, the UN fighter pilots did not waste any ammunition on it. (C-G Wesslén)
10. The sole Do 27 of the Congolese Air Force, photographed at Kikwit in the spring of 1964. It is painted overall olive green, except for the anti-glare panel. Alas, the man in the white shirt is blocking the aircraft serial, which remains unknown... There is no sign of any national insignia. In the background is one of the FAC T-6s purchased from Belgium. (Joaquin Varela)



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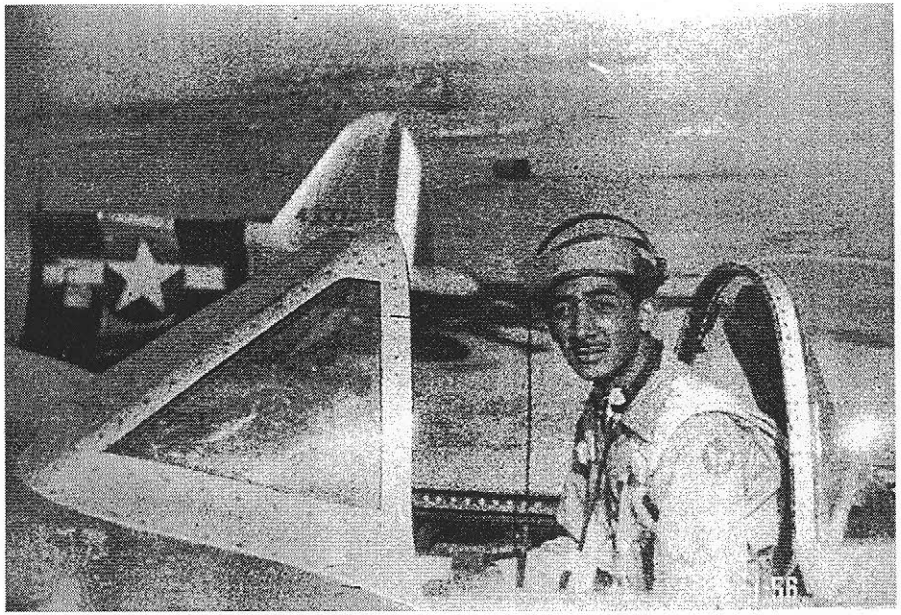
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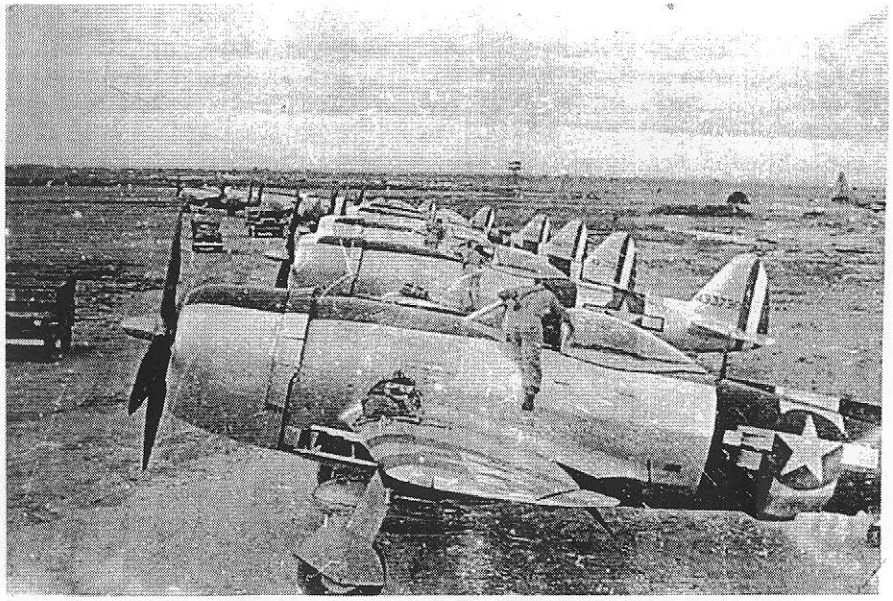
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Panchito Pistolas
A Mexican Fighter Pilot in the Pacific War
Part II

Santiago A. Flores

[Editor: The first part of this article appeared in the October 2008 issue of SAFO.]

When the Mexican Expeditionary Air Force arrived in the Philippines, the Islands were in the process of being liberated by American and Filipino forces. The MEAF arrived in Manila Bay on 1 May 1945 and was greeted by General George C. Kenny the Allied commander of the Allied Air Forces in the Pacific. He assigned the 201st Mexican Fighter Squadron to the 58th Fighter Group of the 5th Fighter Command, 5th Air Force with base of operations at Porac field.

One of the first tasks was the setting up of the camp and flight line and to take over the aircraft the Mexican would use in pre-combat training and combat operations. However, when the Mexican's arrived, found that their aircraft ordered by the Mexican government under the Lend-Lease agreement had not yet arrived. So it was decided to provide the Mexican squadron with aircraft from the 58th Fighter Group, the last remaining fighter group in the 5th Air Force to fly the Republic P-47D Thunderbolt. Two other groups the 35th and the 348th had already exchanged their P-47's for the North American P-51D Mustangs.

It was here that the first difficulties occurred. Since it was standard operational procedure to loan a new squadron the group's oldest aircraft for pre-combat training, but this did not happened since the 201st got what were considered the best aircraft that the 58th FG had at the time. This caused some problems between the Mexican and American personnel; the Mexican saw that the aircraft loaned to them were in bad shape while the Americans complained that they handed over their best aircraft.

One of Perez jobs was to help Capt. Carranza get those aircraft in flying condition by test flying after every aircraft after it had been reconditioned. He remembers it was a difficult period to get those borrowed aircraft back into flying conditions and to obtain spare parts. Many times Reynaldo went to see Capt. Gaxiola or Col. Cardenas to see what could be done about the mechanical problems of the aircraft. Since he did not receive a positive answer to the problem, Tte. Perez went out at night in a jeep with some of the squadron most trusted mechanics to remove parts from other aircraft at the field. Or they would trade beer for spare parts with the American air units stationed at Porac field.

Years later he would mention the role of the mechanics in getting those aircraft flying again: "When we got there, I felt the Americans looking down on us. Nothing was ever said. You felt it. Our first airplanes were out of commission. They were mechanically unfit or damaged. Our mechanics were marvelous to get them ready. I always told my men, `We were not say a word. Our time would come, and we'd show them what we could do'."

Even with the best maintenance possible, there still accidents in which some of the aircraft were lost or damaged. A halt in the training was done on 25 May to give all surviving aircraft a good going over. Training resumed on the 31st of the month. While in the Philippines Tte. P. A. Reynaldo Perez Gallardo was back to flying as a member of Escuadrilla (Flight) "B" commanded by Tte. P.A. Carlos Garduno Nunez a Colegio Military Academy graduated and a USAAC trained pilot.

During pre-combat training, American pilots of the 58th FG were assigned to fly with the Mexican formations to help orientate them on the area in which they were going to operated. It was during this time that Perez was to witness the death of another pilot from the squadron, Sub Tte. (2nd Lt) P. A. Fausto Vega Santander who was part of the group of cadets he lead back during flight training in Texas from 1943-1944. He is very specific concerning the death of Vega who was killed on 1 June 1945. This occurred during a dive-bombing training at the Tabones Islands range. Two flights were led by Tte. P.A.Jose Espinosa Fuentes. Perez remembers that Cacho, as he was known in the squadron, was number 2, behind Tte. Garduno, leader of one of the flights. "Cacho" start his dive at an angle of 60 degrees, then as his speed increased Cacho lowered his left wing, as if to correction his aim towards the target. Then he banked, did another small inclination with his left wing, and another, this time with his right wing. Seeing this, Perez feels uncomfortable and Cacho does another before his aircraft hit the water close to the island. Perez heard over the radio somebody saying, "What happened to Cacho?", and he remembered saying, "Cacho what the @S%&^% happen!". After that the flight was ordered to fly back to base, while Tte. Espinosa Fuentes stayed behind to coordinate search and rescue efforts.

Perez was anxious to start flying combat mission and to prove to the US veterans that the Mexican pilots had the right stuff. At first he felt that the American pilots did not trust them and there were fears among the American pilots

that language would be a problem. Perez remembers, "I would tell my companions because I could speak English, I would translate for them. We have to be patient; we have to endure the Americans' comments. When we get a chance to fly, we'll show them. For the time being, let's just be patient."

Officially the Mexican pilots started to fire their guns and drop bombs in anger on 4 June 1945. Flying in formation with the 58th Fighter Group on strafing and bombing missions, the Mexican's carried 500 lb bombs. It was during these missions that Perez came up with a way to show the US pilots what he could do, as he explained in an interview years later: "My tactic after a bombing or strafing run was to come out from the target and roll my plane over the enemy so that the Americans pilots could see me. Later I heard comments like `Look at that crazy little Mexican. They're bulls. They're pretty good.'" It was pulling that tactic that got Reynaldo noticed and a confrontation with a pilot from the 58th FG. As he remembers, "We strafed a column of Japanese vehicles and after I made my pass, I got a little crazy and maneuvered my plane into a celebration roll". One of the US pilots chastised Gallardo over the radio saying, "Look at the crazy Mexican!" Gallardo was offended by the comments. Their ensuing in flight communications led to a challenge. They agreed to settle the argument behind the hangars once they landed. Gallardo had no idea which of the Americans he would soon be fighting. "When we meet, I realized he was about 3 times as big and 4 times as heavy as I was." Gallardo recalled. "He looked at me, grinned, and asked if I still wanted to fight. I said I'll fight you, you son of a gun." Fortunately for Gallardo, the fight turned out to be a minor tussle. Afterwards the two pilots shook hands and impressed by Gallardo's Spunk in a situation where we has hopelessly over match, the two became friends. "In fact, this incident broke the ice and reduced the tension between the two groups. From then on, the Americans and Mexicans directed their wrath at the Japanese rather than at each other."

On another mission, his tactic got noticed by the commander of one of the group's squadrons. When, as part of an American formation, they attacked a bridge over the Marikina River, he ignored the anti aircraft fire to drop his two bombs that hit the target dropping one of the steel spans of the bridge and blocking a key link in the Japanese transportations network. After dropping his bomb, he did his signature maneuver over the target.

After the period of pre-combat training, the 201st started to fly combat missions as a unit. The official book of the MEAF (Mexican Expeditionary Air Force) lists that Perez flew his first combat of this period on 7 June 1945. On the second mission of the day, the unit hit enemy troop concentrations in the Infanta area with 14 1,000lb bombs dropped in the target area. The results could not be observed due to the heavy foliage that covered the target area. This mission was led by the deputy commander of the 58th Fighter Group who commented that the bombing was excellent. Perez flew his second mission on the 12th, an air alert over Balete Pass, but this mission was not completed due to weather and lack of available targets. All 14 1000 lb bombs, (General Purpose AN-M 65 with AN-M103A1 nose fuses and AN-M 102A2 tail fuses) were jettisoned in a safety zone in the vicinity of Tabones Islands.

What was the typical day for a pilot ready to fly a mission? That was a question that I asked Perez and he described for me a typical operational day in the squadron:

First, early wake up call for all the pilots to report to the operations tent, where on a blackboard was posted the mission of the day, what flight would be involved in the operations, the take off time, etc. During the briefing, the pilots would receive the latest intelligence information and the targets they would hitting that day. Some targets would become routine. For example, a highway, river crossing, a bridge, or a road .The order of attack was also discussed among the pilots, like what section would first strafe while the other would drop their bombs, etc. After the pilots were briefed, some returned to their tents to pick anything they needed or they would board the jeeps to take them to the flight line. During or before the briefing, the maintenance officer, Capt. "Chucho" Carranza, would be there to see how many aircraft were needed so when the pilots arrived at the flight line the required aircraft would be ready or almost ready for the mission, bombs and ammo already loaded. When the pilot arrived at his assigned aircraft, he would do a visual inspection of the aircraft and receive any information from the crew chief. The pilots would board their aircraft and wait for the flare to start their engines and report via radio the aircraft condition and be ready to taxi over to the airstrip.

After returning from a mission, the gun camera film was collected from the aircraft and taken to be develop in the squadron's laboratory tent,. The pilots were shown these films when the results of the attack was not good or when any errors were committed by either the squadron or the 58th fighter group. Perez never personally saw the results of his attacks, but he did see the results from previous aerial attacks.

His next mission would be on the 15th, mission No.1-13 - an Air Alert over Antipolo where anti-aircraft fire was encountered. Twelve 1000 lb bombs and 3720 rounds of 0.50 cal. ammo were expended over the target area. The next day, Perez would fly another ground-support mission over the area of Infanta. During the attack, two great explosions were observed in the target area and the formation was greeted by enemy anti-aircraft fire. Two aircraft were hit, but returned to base safely. A total of 22

bombs and 13, 520 rounds of 0.50 cal. ammo were expended.

On the 17th, Reynaldo would witness the crash of his flight leader. Tte. Carlos Garduno crashed while taking off for a combat mission at about 0730 hours. The aircraft lost power on take off and crashed off the end of the runway. Garduno managed to get out of the burning aircraft with burns to his neck, while everybody was running away to avoid the ammo that was cooking off. Perez got close to the burning aircraft and took some photos. The aircraft (P-47D-16-RA, No.7 s/n.42-75894) was destroyed by the fire, but luckily the two 1,000 lb bombs did not explode and were recovered. Garduno was evacuated to the 894th Hospital Clearing Company at Santa Rita. He would not return to operations until early July 1945.

Perez would continue to fly more combat missions during the month of June. One, on the 19th, was cancelled due to bad weather, but three days later he flew a combat mission to the area of Monte Malabito (Mission No.1-24). With seven other pilots, they hit an alternative target where light enemy fire was noted and 15 bombs and 7,136 rounds of 0.50 cal ammo were expended over the target. On the 30th, he would fly another mission that was not completed due to the lack of targets and bad weather. At the beginning of July, he would fly the last ground-support mission the 201st would undertake in the Philippine Islands. That was flown on 4 July 1945 - a mission that was not completed due to failure to contact the L-5 aircraft to guide them to the target.

During the first week of July, the 201st began a numbers of fighter sweeps to the island of Formosa (today Taiwan), Perez participated in two of the four fighter sweeps the squadron flew from 6 to 9 July 1945. His most difficult mission was undertaken on 6 July; the squadron's first fighter sweep to Toko, Formosa. On the return leg of the trip, his wingman noticed that Perez's aircraft (P-47D-30-RA, 44-33722) was losing fuel. Because of the low status of his fuel and the distance back to the Philippine Islands, he prepared himself for a possible force landing at sea with little chance of survival or rescue. At the last moment, he saw the coast at Lingayen and made his landing on the airstrip with the last of his fuel. His aircraft had to be towed to the parking apron where it was repaired and re-fueled for the short hop to Porac field. An American, James P. Gallapher, a ground crewman from the 7th Fighter Squadron, 49th fighter Group would recall, "As the P-47 taxied off the strip towards the parking apron near the control tower, I got as glimpse of it. This was different breed of bird. I grabbed my 7th Fighter Squadron communications jeep and off I sped to get my camera from my foot locker at our 49th FG camp. Our campsite was less than a mile away. I snapped the photos for my collection. As it turned out this was the only MEAF plane we ground crewmen of the 49th would see, as this P-47 made its brief maintenance and refueling stop at our base at Lingayen. It was a pleasure spending some time with the pilot whose name has slipped away with time. He told me about how anxious he was to see and take on enemy aircraft and that the squadron had not scored any air victories. He told me that the only purpose for this particular Formosa sweep had been to seek out airborne Japanese planes; none were encountered."

Three days later, on 9 July 1945, Reynaldo would fly in the last fighter sweep that the 201st would fly to Formosa. A number of targets were seen in the area including ships in the Toko harbor and aircraft on some of the airfields. But the mission leader did not attack, since their orders were to intercept airborne target. None were encountered on this trip. On two other occasions unidentified aircraft were encountered, but where lost in the clouds. The next combat mission that Perez would fly was a dive-bombing mission to Karenko, Formosa, on 8 August 1945, eight P-47's of the squadron dive bombed a building in the port that was marked as the target. (Two aircraft returned early due to mechanical problems) This mission was not highly successful due to all bombs falling outside the target area. However, some fires were observed in the general target area. It was during this mission that the Mexican pilots found out the dangers of their aircraft rolling off after dropping their single bombs while still retaining their external wing tanks,

By this time, the 201st was not longer with the 58th Fighter Group which, by the end of June, had moved to Okinawa. The Mexican unit was now with the 360th Air Service Group, a replacement and training unit. By the end of July, the unit had lost five pilots in operational flights, but none in combat. They were waiting for replacement pilots to bring the unit up to strength for a possible move to join the 58th at Okinawa. The end of the war put an end to those plans.

Because of fears of Kamikaze attack from Formosa, on 26 August, all the surviving pilots of the squadron participated in giving aerial cover to a naval convoy in the sea north of the Philippines. The Mexican pilots flew the entire day until replaced by USAAF P-61 night fighters at sundown.

During his time in the theater, Perez was given credit for flying 20 combat missions with 71:00 hours of combat time and another 33:30 hours in the combat zone. With the end of the war, Squadron 201 left the Philippines in October. They finally arrived at Mexico City on 18 November 1945, were they were honored with a parade and welcomed by President Avila Camacho.

Reynaldo Perez Gallardo was promoted to Captain 2/o.Class by a presidential order that promoted all surviving members of the Mexican Expeditionary Air Force. He would stay in service, even after many pilots

were leaving to join commercial aviation companies for better wages and benefits. By 11 December 1945, Perez Gallardo had flown a total of 727.21 hours.

By 1951, after rising to the rank of Captain 1/o. Class and serving three years as the commander of Squadron 201. Perez Gallardo retired. He continued to serve in both military and civil service in Mexico until 1984 when he moved with his family to Austin, Texas. Today he is a well-know speaker and a guest at many air shows in the southern US states, where people come to listen to stories about his squadron and the role it played in World War II. His hope is that future generations of Mexicans and Americans will be interested in learning the story of the Mexican Expeditionary Air Force.

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14. Aguilas Aztecas, by David Uhler, San Antonio Express-News, July 8, 2001.
15. Remembering Mexico's Pilot Program, by Vanessa Salinas, Texas Cable News , Monday May 9, 2005.

Captions for photos on pages 92 & 107

1. Lt. Perez Gallardo after having his P-47D-30-ra repaired at Lingaye after landing due to fuel shortage after the first squadron fighter sweep to Formosa on July 6, 1945. (James P. Gallapher)
2. Lt. Perez Gallardo in the cockpit of a Mexican owned P-47D after being receved by the squadron in the Philippines. (Reynaldo Perez Gallardo)
3. Lt. Perez Gallardo preparing for a test flight in a newly-arrived P-47D-30-ra at Clark Field, P.I., 1945. (Reynaldo Perez Gallardo)
4. The flight line of the 201st Mexican Fighter Squadron, possibly at Borax Field (Clark), probably after the end of the war. (Reynaldo Perez Gallardo)
5. Lt. P.A. Reynaldo Perez Gallardo and a mechanics with a borrowed P-47D razorback from the 58th Fighter Group before a flight, May-June 1945. (Reynaldo Perez Gallardo)
6. The squadron mascot "Panchito Pistolas" of the 201st Sqd. painted on the wing of a Japanese fighter to mark the entrance to the Mexican camp in the P.I., 1945. (Reynaldo Perez Gallardo)
7. Lt. Perez Gallardo P-47D-30-ra, 44-33722, no.20, being service at Clark Field for a landing gear test. August 1945. (Reynaldo Perez Gallardo)
8. P-47D-30-ra Thunderbolt, 44-33722, being fixed by US ground personnel of the 49th Fighter Group at Lingayen on July 6t, 1945. (James P. Gallapher)

Ilushin DB-3 in CAF Service

D. Y. Louie,

In 1939, the CAF received thirty Ilushin DB-3s from the Soviet Government. They were immediately pressed into services with the CAF 8th Bomb Group (BG) and the Soviet Volunteer Group (SVG). Based at Chengdu, Sichuan Province, the DB-3s participated in thirty bombing raids against Japanese targets in the Wuhan area (a tri-city region comprising of three cities namely, Wuchang, Hankou, and Hanyang). Although sorties of the DB-3s were predominantly tactical, a strategic mission was also being studied at the 8th BG Command Headquarter. The project being considered was the feasibility of employing the DB-3s for a transoceanic long distant strike against the Japanese homeland. However, this ambitious and audacious plan would not come to fruition because of an intelligence leak during the development stage. Overall, the DB-3s had a somewhat lackluster career with the CAF. And in late 1943, when the last DB-3 was being phased out of service with the CAF, the 8th BG staff had already been dispatched to the United States for B-24M flight training.

A Brief History of the CAF 8th BG

The CAF 8th BG was established on October 29, 1936 at Nanchang, Jiangxi Province. Originally comprising of two squadrons, the 10th Squadron and the 19th Squadron, the 8th BG initially operated a mixture of SM-72s, Ford Trimotors, He-111s, and CA-111s. In July 1937, the 30th Squadron equipped with Martin 139Ws joined the 8th BG. On August 16 of the same year, the 8th BG moved its home base to Hankou. Attrition and war loss would have written off most of the 8th BG's bomber forces by late October. And the 8th BG was subsequently deployed to Lanzhou to receive TB-3 flight training instead. At the completion of training a month later, the 8th BG returned to Nanchang with five TB-3s. Havoc, however, would be wreaked on December 13 when the IJNAF G3M "Chuko" medium bombers destroyed two and damaged two of the five TB-3s during an air raid against Nanchang. Frustrated, the 8th BG reluctantly relocated back to Lanzhou. Unfortunately, the dwindling strength of the 8th BG would further be withered away by the withdrawal of the 30th Squadron in late 1937. Missions of the 10th Squadron and 19th Squadron were thus relegated to transport services with a sole surviving TB-3 and several other SM-72s. Perhaps the only consolation for the 8th BG during this dark period was being a participant in the flight training program of a few newly delivered SB-2s.

In May 1938, the 8th BG was assigned to the Bomber Command Headquarter at Chengdu. It regained some of its lost prestige when Tong Yanbo, Deputy Squadron Leader of the 19th Squadron, and several of his staff were selected to participate in the first air raid against the Japanese homeland on May 20. Moreover, the 14th Squadron also became subordinate to the 8th BG in October of the same year.

In February 1939, Vultee V-11s of the 10th squadron and 19th Squadron carried a surprise and effective attack against Japanese targets at Yuncheng, Shanxi Province. On September 16, in conjunction with the 19th Squadron being re-assigned to the 6th BG, remainders of the 10th Squadron and 14th Squadron were to be flight trained and re-equipped with eight newly delivered DB-3s.

On May 1, 1940, the 6th Squadron joined the 8th BG. Meanwhile, eleven additional DB-3s were also transferred from the SVG to the 8th BG boosting its total inventory of DB-3s to nineteen. Throughout the year, these nineteen DB-3s carried out thirty bombing sorties against Japanese targets with various degrees of success.

On February 13, 1941, the 8th BG lost its Deputy Commander, Liang Guozhang, in a training flight when the engines of his DB-3 stalled. The crippled DB-3 crashed near the Jianyang County killing everyone onboard.

On March 9, six of the 8th BG's DB-3 attacked a Japanese stronghold at Yichang, Hubei Province. Six days later, the Japanese retaliated with a bombing raid against Chengdu. Consequently, the DB-3s were forced to evacuate to Lanzhou. Henceforth, the DB-3s would station there. To avoid Japanese harassment, the DB-3s at Lanzhou eventually moved further west to the Jiayu Pass. While at the Jiayu Pass, three SB-3s originally assigned to the 6th Squadron joined the 8th BG. Eventually, the 8th BG would return to Lanzhou in October. By late December 1941, however, only three DB-3s remained airworthy. Due to the lack of

spare parts, DB-3 operations would gradually be suspended.

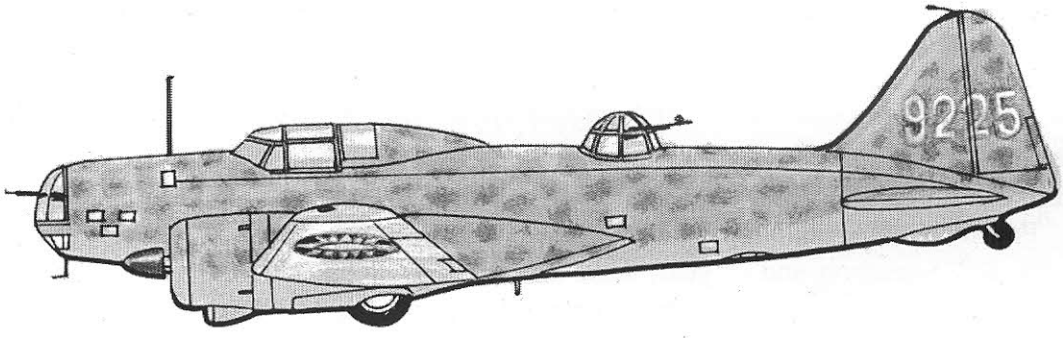
The 8th BG continued to face the challenge of doing more with less. This never-ending constraints forced the 8th BG to drastically scale down its flight-training program. A situation no doubt would have an adverse impact on the morale of the 8th BG personnel. To make matters worse, on November 1, 1941, tragedy struck again when the 8th BG Commander, Cheng Changgan, was killed in an accident while flying a C-53 on a night mission. He was succeeded by Deputy Commander Cai Xichang.

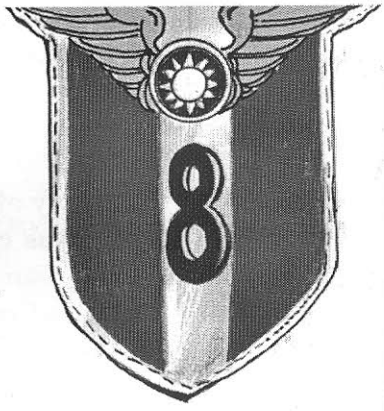
Throughout 1943, the absence of supplies remained an albatross constricting the 8th BG. With only the 6th Squadron and the 10th Squadron partially active, in September the 8th BG was reorganized to become a Fighter/Bomber Group (F/BG) based at Chengdu. The 15th Fighter Squadron and the 16th Fighter Squadron were to become new members of the 8th F/BG.

The 1944 fiscal year saw the 8th F/BG relegated to become an auxiliary air group. Its station was also shifted from Fenghuangshan airfield to Taipingzi airfield. On August 1, the 8th F/BG was officially deactivated. The 6th Squadron within was transferred to the 2nd Air Group.

On March 1, 1945, by order of the Aeronautical Commissioner, the 8th BG was resurrected at Pengshan, Sichuan Province. The newly reactivated 8th BG was consisting of the 33rd Squadron, 34th Squadron, and 35th Squadron. The entire BG personnel were dispatched to the United States for B-24M flight training. By the time the 8th BG personnel returned to China in September ready for action, the Sino-Japanese War was over.

D. Y. Louie, P.E. (SAFO #544)





Shield is red/white/red with blue "8" and golden wings

-wants & disposals-wants & disposals-wants & disposals-wants & disposals-

For Sale: Six volumes of Canadian Squadron histories published by the Hangar Bookshelf in Canada. These hardbound books are in landscape format and a coupiously illustrated with b&w and color photos. Volumes available are: 416 "City of Oshawa" Squadron:160 pp; 418 "City of Edmonton" Squadron 126 pp; 421 Squadron 106 pp; 424 "City of Hamilton" Squadron 135 pp; 434 "Bluenose" Squadron 137 pp; and 437 "Husky" Squadron" 114 pp.

The books are in pristine condition with dust jackets intact. When they were published in the 1980s, they cost 21.95 $CAN. I am asking $20 each, plus postage. I prefer to sell them at a whole, but will consider requests for individual volumes.

Contact Jim Sanders at the SAFCH office as listed on the mast head of this issue.

"I've decided that I do not have time to build the hundreds of models in my collection. The bulk of it are 1/72 scale aircraft but there are also a fair number of 1/144 scale airliners, 1/700 scale warships, and 1/72 ground forces and equipment. If anyone has an avenue to get these sold, I'd be happy to work with him. I can mail an inventory list and rough estimate of pricing for the collection. Thanks for any help anyone can provide."

Scott Manke (SAFCH #1425), PO Box 23, Mosca, CO 81146, USA. E-mail: moscapoet@gmail.com.

[Editor's note: It was my great pleasure to have been visited by the editor of those outstanding monographs on Argentine military aviation, Jorge Nunez and his lovely wife. He brought with him a large package of new monographs (and the first "book" in the series), and we spent a pleasant afternoon talking "shop". I've reviewed these below. Take a look at the reviews; they are all outstanding contributions to the history of one of the more important small air forces. A limited number of each is available from the SAFCH Sale Service.]



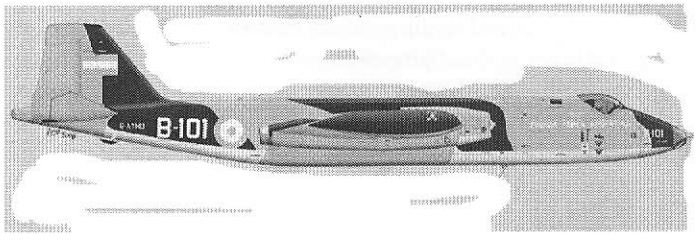
BAC Canberra BMk.62 & TMk.64, by Jorge F. Núñez Padin. Serie Fuerza Aárea #11. (2006). E-mail: jfnpadin@yahoo,com.

The editor of these excellent Argentine military aviation monographs, Jorge Núñez, apparently has decided to switch to larger A-4 size pages . Not only does this allow for more text and photos, but the landscape format allows for larger color profiles.

The Fuerza Aárea received 12 Canberra in 1970/71 (10 BMk.62 coded B-101 to B-110 and 2 TMk.64 coded B-111and B-112. During the South Atlantic War (aka Falklands/Malvinas War) in 1982, two Canberra were lost: B-110 to Sea Harriers and B-108 to a Sea Dart missile,

This monograph sonsists of 48 pages and includes an English summary, 55 photos (36 black & white and 19 color), four color profile drawings and one color top-view drawing. The chapters are: "Historia" (8 pages); "Operaciones en Guerra" (11 pages); "Tecnica" (4 pages); "Historias Individuales" (3 pages); "English Abstract" (2 pages); and "Apendice" (3 pages listing every sortie during the War including serial, crew, station, departure and return time.

The quality of the publications remains extremely high. The glossy paper is as good as expensive art books allowing Kodak-like reproduction of the photos and bringing out the beauty of the color profiles. This monograph is highly recommended to everyone independent of their aviation interest.





McDonnell Douglas A-4C Skyhawk, by Jorge F. Núñez Padin. Serie Fuerza Aárea #13. (2008). E-mail: jfnpadin@yahoo,com.

The Argentine Skyhawks have always fascinated me, first because of the important role they played in the 1982 South Atlantic War (aka Falklands/Malvinas) and second because of the colorful schemes they carried. Three Argentine units used the Skyhawk: In 1972, **3 Escuadrilla Aeronaval de Caza y Ataque** received 16 ex-USN A-4B that were designated A-4Q and coded first 3-A-2xx then in 1974 3-A-3xx. In 1976, **Grupo 4 de Caza** of the Fuerza Aárea received 25 A-4C that were coded C-3xx. And, between 1966 and 1970, **Grupo 5 de Caza,** also of the Fuerza Aárea, received 50 A-4B that were coded C-2xx. All these units took part in the South Atlantic War.

Serie Fuerza Aárea #14 covers the A-4C Skyhawks of the Grupo 4 de Caza. There are 52 pages in the large landscape format including 60 black & white & 19 color photos, 9 color profile drawings, and one top-view color drawing.

The color photos reveal that two color schemes were carried by these Skyhawks: one consisted of a dark brown and light sand top-side camouflage with light gray undersides. The other was identical except the dark brown was replaced by very dark olive green (almost black). During the war, blue panels were applied to the vertical fin and top surfaces of the wings.

The chapters are: "Historia" (12 pages), "Malvinas" (12 pages); "Tecnica" (4 pages); "Historias Individuales" (6 pages); and "Apendice" (6 pages). The appendix lists every sortie flown during the war with date, code, pilot, base, departure time, and return time. Nine A-4C were lost in action (C-313, C-303, C-309, C-325, C-305, C-319, C-304, C-301, and C-310). The details in this appendix agree precisely with the text in the book *Falkands: The Air War* published in Great Britain in 1986.

Serie Fuerza Aárea #13.McDonnell, Douglas A-4C Skyhawk, is another excellent book from this publisher with detailed text (in Spanish), excellently- reproduced photos (it's

amazing how much detail one becomes aware of while looking at a full page color photo), and beautiful color profile drawings.



McDonnell Douglas A-4Q & A-4E Skyhawk, by Jorge F. Núñez Padin. Serie Aeronaval #24. (2008). E-mail: jfnpadin@yahoo,com.

Serie Aeronaval #24 covers the A-4Q Skyhawks of the 3 Escuadrilla Aeronaval de Caza y Ataque that received 16 ex-USN A-4B during 1970/71. These were designated A-4Q and at first coded 3-A-2xx and then in 1974 coded 3-A-3xx. This monograph consists of 48 pages in the large landscape format and includes 62 black & white photos, 35 color photos, and 7 color profile drawings.

The chapters are: "Historia" (16 pages), "Operaciones en Malvinas" (4 pages); "Tecnica" (4 pages); "Historias Individuales" (6 pages); and "Apendice" (1 pages). The appendix lists every sortie flown between 25 March 1982 and 9 May 1982 with date, code, pilot, base, departure time, and return time. It does not include sorties flown during the war, but these are covered in detail in the text.

The Aeronaval Skyhawks carried a very attractive scheme of light-gray upper surfaces and white under surfaces. The blue/white/blue Argentine national colors was carried on the rudder. The aircraft code and "ARMADA" were carried on the side of the fuselage in black. Also in black was the anchor on the upper surface of the starboard wing. Unfortunately, further details on the markings on the upper and lower surfaces of the wings are not apparent from the photos in this monograph, nor are the any drawings of these surfaces. The modeler will need to consult other sources for the information. This was the color scheme carried during the A-4Q wartime missions. The light color must have been very visible against the dark South Atlantic sea and it may have contributed to the success of RAF Harriers. After the ear, several interesting camouflage schemes were tries, including a green/brown camouflage and overall tan with dark brown squiggles, before settling on a business-like overall dark blue gray scheme.

Included is information on the 12 A-4E ordered from Israel. These were never delivered, but there the history of each of these A-4E is presented and there are four color photos of these aircraft stored in Israel and a color side-view drawing of what would have looked like in Argentine service.

Serie Aeronaval #24 on the Argentine Aeronaval A-4Q Skyhawk is highly recommended to all aviation enthusiast who are not turned off by the Spanish text.

[Ed: Still tp be covered are the A-4B Skyhawks of the Fuerza Aárea Grupo 5 de Caza. Hopefully these will be the subject of a future monograph of this series.[



Dassault Mirage IIICJ & IIIEA, by Jorge F. Núñez Padin. Serie Fuerza Aérea #15. (2008). E-mail: jfnpadin@yahoo,com.

The Fuerza Aérea Argentina received twelve Mirage III in 1972/73: two IIIDA two-seaters coded I-001 to I-002 and ten IIIEA coded I-003 to I-012. An additional 9 Mirage III were received in 1979: seven IIIEA coded I-013 to I-019 and two IIBE coded I-020 to I-021. These aircraft briefly served in the South Atlantic War with two (I-105 and I-019) being lost on their first mission to Harrier Sidewinders. After this the IIIEA were restricted to the mainland to defend against possible British raids and to the patrol the Andean frontier against any incursions by Chile.

After the war, 22 refurbished Israeli Mirage III Shahak were received from Israel under the pretext that they were for Peru. These received codes C-701 to C-719 for the IIICJ and C-720 to C-722 for the two-seat IIIBE.

Serie Fuerza Aérea #15 consists of 32 pages including 33 color photos, 26 black & white photos, 5 color profile drawings, and one color top view drawing. The content is: "Historia" (6 pages), "Malvinas (3 pages), "Tecnica" (3 pages), and "Historias Individuales (5 pages).

The modeler with a couple of un-built Mirage IIIEA in the proverbial "loft" will have the choice of several interesting color schemes: (1) The IIIEA were camouflaged dark green, medium green, and tan with light gray undersides. (2) The IIICJ was camouflaged in two tones of brown over light gray. (3) Currently all Argentine Mirage III are painted in an attractive overall light gray with low-vis markings.

Dassault Mirage IIICJ & IIIEA, Serie Fuerza Aérea #15 is highly recommended to all aviation enthusiasts who prefer their flying machines without propellers.

[Ed: Hopefully, the Mirage V Daggers that bore the brunt of the fighting over the Falklands will be to subject of a future monographs in the Fuerza Aérea series.]



iat G55A/B Centauro & G59-1A, by Atilio Baldini and Sergio Bontti. Serie Fuerza Argentina #10. E-mail: jfnpadin@yahoo.com.

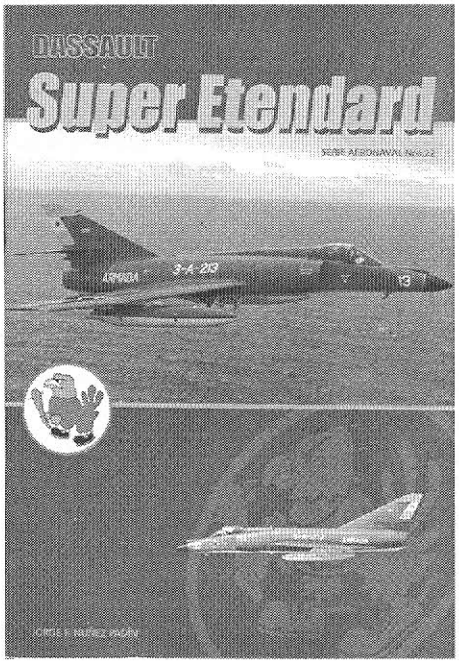
This, the tenth series on the aircraft of the Fuerza Argentina, is probably the last of the series to appear in the smaller A-5 format (155 mm by 220 mm). Nonetheless, the 28 pages are sufficient to give the complete history of the elegant Fiat G.55 in service in Argentina The Fuerza Argentina used 45 G.55: 30 single-seat G.55A coded `C-01' to `C-30' and 15 two-seat G.55B coded `B-31' to `B-45'. They also had one G.59-1A (a G-55 powered by a Rolls Royce engine) coded `C-46'.

As usual for this series, the text is in Spanish, but there are 23 black & white photos, five color profile drawings, and one color top-view drawing that need no translation.

The chapters are: "Historia" (5 pages); "Tecnica" (2 pages); "Colores e Insignias" one page); and "Historias Indivduales" (6 pages).

The slick, almost sensual, paper allows Kodak-quality reproduction of the photos and the most beautiful color drawings of any publication known to this reviewer.

Fiat G55A/B Centauro & G59-1A, Serie Fuerza Argentina #10, is highly recommend to all aviation enthusiasts. The modeler with a couple of un-built G-55 kits in the "loft" will surely be motivated to finish one as a G.55A in Argentine markings while the more adventurous will be tempted to convent a kit into a G.55B two seater.



Dassault Super Etendard, by Jorge F. Núñez Padin. Serie Aeronaval #22. (2006) E-mail: jfnpadin@yahoo.com.

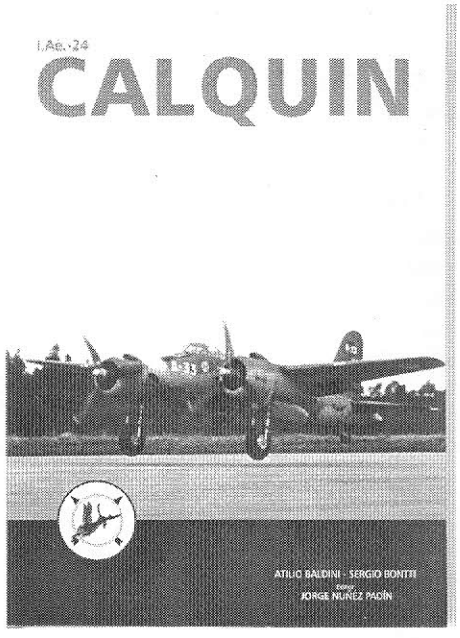
With the publisher apparently shifting over to a larger format, this is probably the last of the smaller format in this series on aircraft of the Argentine Navy.

Shortly before the start Malvinas/Falklands conflict, the Argentine Navy ordered 14 Dassault Super Etendards and Exocet missiles from France. Only five of each were received before the conflict began (serialled 0751 to 0755), but these five aircraft and their missiles were to revolutionize naval warfare when they destroyed two British ships (the HMS Sheffield and the Atlantic Conveyor) without lose to themselves.

As usual for this series, the text is in Spanish, but in a break with tradition a 2-page English summary is included.. The glossy paper allows excellent reproduction of the 32 photos (19 black & white and 13 in color) and the 3 color profile drawings and one color top-view drawing. There is a total of 32 pages.

The chapters are: "Historia" (4 pages); "Operaciones en Malvinas" (4 pages); "Tecnica" (2 pages); Historias Individuales" (2 pages); "Colores & Insignias" (1 page); and "English Abstract" (2 pages).

The Argentine Navy's Super Etendard is an historically significant aircraft and this monograph belongs in the library of all students of naval aviation history. The modeler will find the photos and the color drawings indispensable for building a model of this elegant aircraft and its wicked-looking missile.+



I.Aé. 24 Calquin, by Atilio Baldini Bontti. Editor Jorge F. Núñez Padin.Serie Fuerza Argentina #13. (2008) Spainish text. E-mail: jfnpadin@yahoo.com.

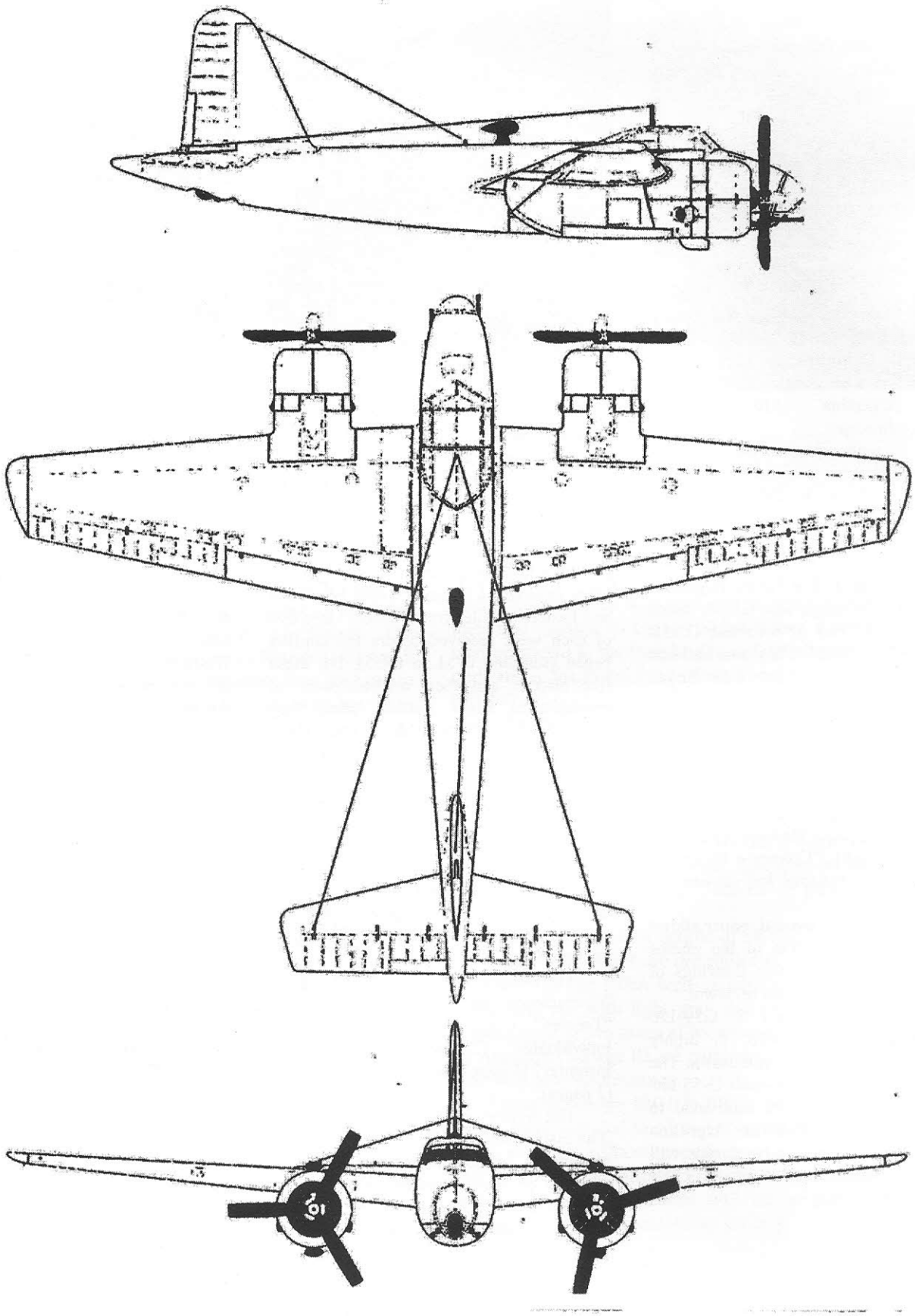
This is the first "true" book in Jorge's series on Argentine military aircraft. Well-bound between durable card covers are 212 pages (195 mm by 270 mm) weighing in at a hefty 0.705 kg (1 lb 9 oz).

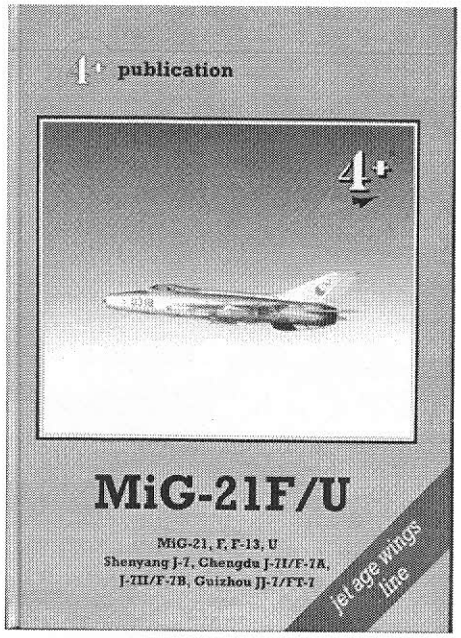
The Calquin was an Argentine-designed two-engine light bomber/attack aircraft inspired by the De Havilland Mosquito. Powered by two Pratt & Whitney radial engines it lacked the elegance of the Merlin-powered Mosquito, but nevertheless was a potent-appearing warplane. In addition to the prototype, 99 Calquins were built. They served with the Argentine Air Force from 1947 until 1958.

The chapters: (1) "Antecedents y Origenes" 21 pages 18 photos. (2) "Historia Operativa" 42 pages 34 photos. (3) "Los Viajes al Exterior" 14 pages 9 photos. Includes participation of the Calquin in the revolutions of September 1951, June 1955, and September 1955. (4) "El Final" 17 pages 2 photos. (5) "Técnica" 2 pages 19 photos 3-view. Includes description of the AM-1 Tábano air-to-ground guided missile. (6) "Colores e Insignias" 7 pages 9 photos. (7) "Historias Individuales" 59 pages 95 photos. (8) "Personal" 6 pages 8 photos. "Foto Album" 6 pages 10 photos. "Illustaciones" 6 pages 5 color profile drawing one color 3-view drawing. Included is a color profile drawing of a Calquin carrying rebel markings.

While Serie Fuerza Argentina #13 may not be as visually flamboyant as the monographs and lacks an English summary, it is a valuable addition to aviation literature.

Instituto Aerotécnico I.Aé.-24 Calquin





MiG-21F/U: MiG-21, F, F-13, U; Sheenyang J-7; Chengdu J-71/F-7A, J-7II/F-7B; Guizhon JJ-7/FT-78, by Jaroslav Matoulek, Michal Ovčáčík, Ivo Pavlovský, and Karl Susa. 4+ Publications Ref, No. 4+024. English/Czech text. Hardbound. (2008) Published by Mark I Ltd., PO Box 10, CZ-100 31 Prague 10 – Strašnice, Czech Republic, Website: www.4pluspublications.com. E-mail: info@4pluspublications.com.

While this 96-page monograph is the usual high-quality presentation expected from this publisher, it departs from tradition by being hardbound.

The book covers the development, production, and operation history of the first MiG-21 series – the MiG-21F and its derivatives. The text is in parallel Czech/English. The contents follow the usual 4+ pattern: Soviet production (2½ pages, 8 photos); Chinese production (2 pages, 1 photo); operators (½ page, 3 photos); technical data and production overview (1 page); Czechoslovak production and service (6 pages, 14 photos); and technical description (8 pages, 8 photos, 5 diagrams).

This is followed by 4-pages of color drawings with top and bottom view (when necessary to show the camouflage and/or marking). One each of the .the following (Soviet, Czechoslovakia, Poland, East Germany, Yugoslavia, Algeria, Indonesia, North Vietnam, North Korea, Cuba, China, Albania, Zimbabwe, Sri Lanka, Pakistan, Finland, Hungary, Romania, India, & Bangladesh). The book end with a photo gallery in two parts: (1) Overall views (26 pages, 45 color photos, 47 b&w photos) and (2) Details (34 pages, 90 color photos, 104 b&w photos)..

This is probably the best coverage of the MiG-21F and its derivative available in the English language. In particular, the coverage of small-air-force MiG-21F is outstanding. This book on your library shelf is the next best thing to having a MiG-21F in your back yard.

This publication is distributed by MARK I which is the exclusive distributor of all "4+" publications. In the USA the whole range is carried by 4+ Publications N.A.; in Australia by Platypus and Hylands Bookshops; in the UK by Midland Counties, Aviation Book Centre Ltd., LSA Models, The Aviation Bookshop, and Hannants. The recommended retail price is: £ 22.95; US$ 49.50; AU$ 69.50; and € 35.00.



Focke-Wulf Ta 152: Ta 152A, Ta 152B, Ta 152C, Ta 152E, Ta 152H, Ta 153, by Malcolm V. Lowe. 4+ Publications Ref, No. 4+025. English text. Softbound. (2008) Published by Mark I Ltd., PO Box 10, CZ-100 31 Prague 10 – Strašnice, Czech Republic, Website: www.4pluspublications.com. E-mail: info@4pluspublications.com.

The Kurt Tank-designed Focke-Wulf Ta 152, the offspring of the Fw 190 series, reached operational service in too small numbers and too late to be of much help defending the crumbling Third Reich. However, its elegant lines have captured the attention of both aviation historian and modelers alike. This 4+ Publications monograph tells the story of the development, operational history, and post-war history in English text, photos, and color drawings.

The book is soft bound, with a square spine binding, it has 56 pages including, 80 b&w photos in the main text, a section with photos of exterior and interior details, 1/72-scale multi-view drawings, and 4 pages of full color profile drawings.

The development of the Ta 152 series is described in 21 pages of exhaustively-research text. The short, but eventful, operational history is described in 3 pages. The part that I found most interesting was the 5 pages on the post-war history of the aircraft shipped to Britain and the US. The technical description occupies 4 pages. The 4 pages of 1/72-scale drawings contain multi-view drawings of the various Ta 152 versions as well as the Fw 190V prototypes. The 4 pages of color drawings consist of color 4-view drawings of 12 aircraft including the two in Allied markings. An eight-page photo gallery shows details including 5 pages of color photos of the Ta 152 in storage at the NASM's storage facility.

While there are no small-air-force subjects here, the modeler who likes the looks of this aircraft, but hesitates to add an other swastika-marked aircraft to his collection, will find the photos and multi-view color drawings of the captured aircraft useful.

4+ Publications Ta 152 is up to the usual high standard of their previous publications and is recommend to all aviation enthusiasts interested in this period of aviation history.,

This publication is distributed by MARK I which is the exclusive distributor of all "4+" publications. In the USA the whole range is carried by 4+ Publications N.A.; in Australia by Platypus and Hylands Bookshops; in the UK by Midland Counties, Aviation Book Centre Ltd., LSA Models, The Aviation Bookshop, and Hannants. The recommended retail price is: £ 19.80; US$ 36.00; AU$ 44.00; and € 25.00.

[Ed: The review copy is available from the SAFCH Sales Service for $24.00 plus postage.]



RAAF Colour Sxhemes & Markings 1921-1951: Part I. Aviation History Colouring Book #65.

Ian K. Baker's latest study of color schemes begins with a brief discussion of the post WWI Imperial Gift and its influence on the early development of the RAAF. This is followed by an analysis of the colors used on early RAAF aircraft and the national insignia used. The main part of the book consists of profile tone drawings (including top views when necessary) with detailed description of the color schemesand markings: Avro 504K (4), DH9 (3), DH9A (3), Sopwith Pup (2), SE5a (2), Fairey IIID (1), Supermarine Seagull III (1) & Southhampton Mk. I (1), and DH Moth X & G. Sprinkled about the book are 6 photos of the aircraft discussed..

The book ends with 6 pages of text: a list of serial numbers of the aircraft types covered in the book, a reprint of relevant official documents, and "Principle Published Reference". Finally, there are reviews of five books or magazines that "may be of C&M interest".

Like all AHCBs, #65 is a treasure house of information for modelers and aviation enthusiast. Copies of this and previous issues of AHCB can be obtained directly from Ian K. Baker, 31A Mercer St., Queenscliff, VIC 3225, Australia. An order form (including alternative payment details in other currencies) mailed upon request. Booklets are also stocked by several specialist bookshops and hobby shops: In the USA from M&Models (Illinois). In the UK & Europe from Mushroom Model Publications (Herts). In New Zealand from NZ Models (Invercargill).



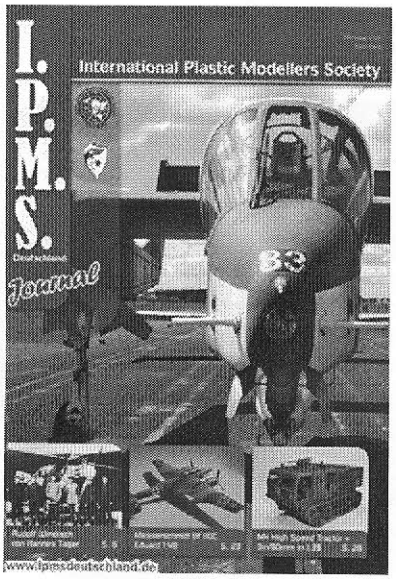
Dieppe 19 Août 1942: Les Combats Aériens. Batailles Aeriennes #46, Octobre, Novembre, Decembre 2008. Published by Lela Presse, 29 rue Paul Bert, 62230, Outreau, France. 12.50 € plus postage.

Those who are familiar with this series will need no introduction. For others, suffice it to say that this high-quality publication features well-researched text (entirely in French), with well-reproduced photos of the aircraft from both sides of the conflict as well as sufficient photos of ground and sea activities to fill in the background. A highlight of each issue is the profusion of colorful profile drawings.

The story of the ill-conceived raid on the port of Dieppe is presented in 79 A-4 size pages including 125 photos, 3 maps, and 28 color profile drawings [Spitfire (11), Hurricane (1), Blenheim IV (1), Boston (1), Do 217 (3), Fw 190 (10), Bf 109G (1)]. The appendices include a list of 113 Luftwaffe claims (mostly Spitfires with an occasional Mustang) and a list of 77 Luftwaffe loses (not all 100% w/o). One wonders why the author relied only on Luftwaffe records for the victory claims. Surely, information on RAF/USAAF loses is available.

Batailles Aeriennes #46, **Dieppe 19 Août 1942** should appeal to the student of this operation even if it is only for the photos and color profiles. A working knowledge of the French language would make it indispensable to the historically minded. It is not recommended to the casual reader.

-magazines-magazines-magazines-magazines-magazines-magazines-magazines-



IPMS Deutschland Journal, #41/1. Europe €36. All others €40. E-mail: Volker.helms@t-online.de. Website: ipmsdeutschland.de.

IPMS Germany has been publishing a newsletter for many years under the title Mitteilungen. Now they have undertaken a major upgrade going to an all-color format with articles other than kit reviews.

The first issue in this new format, Vol. 41, No. 1 40 A-4 pages, has the following articles: "Rudolf Windisch" 7 pages on WWI ace including 12 photos (in b/w of course). "OV-10 Bronco Walk Around" 8 pages with 48 color photos of Luftwaffe Bronco '99+33' in the Luftwaffen-museum der Bundeswehr in Berlin-Gatow. "Messerschmitt Bf 110C" 5 pages on building the 1/48-scale Eduard kit including 20 color photos of the model. Non-aviation article include: "M4 High Speed Tractor" 3 pages on building Hobby Boss' 1/35-scale kit including 15 color photos of the model. "M41G Walker Bulldog" 3 pages on building AFV Club's 1/35-scale kit including 9 color photos of the model.

[Ed: An interesting new kit announced in this issue is a 1/72-scale Predator by Italeri. I know it's not "small" air force, but it will make a funky addition to any model collection.]

-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-



Ilushin Il-10 Colours & Markings 1/48, by Michal Ovcacik and Karel Susa. Dozen Set MKD48001. Published by Mark I Ltd. in co-operation with 4+ Publications

I was conflicted on whether to review this item under "decals" or "books". The "book" part consists of 28 A-4 pages in landscape format bound within a sturdy card cover. Aircraft covered are Soviet (3), Czech (3), Polish (1), Hungarian (1), Bulgarian (1), Romanian (1), Chinese (1), and North Korean (1). Two pages are devoted to each aircraft; one page with a short text and photos, both contemporary black & white photos and color photos of details of a museum aircraft. The second page consists of a 4-view color drawing (top, bottom, port, and starboard) showing the complete camouflage and markings.

The "decal" part consists of a single sheet (195 mm by 195 mm) with the national insignia, codes, and unit insignia to build all the aircraft illustrated in the "book", except there are only enough national insignia for one each of the Soviet and Czech aircraft.

I finally decided to treat the "book" as an extended "instruction sheet". Thus, this review appears under the heading "decals". The book is printed on high-grade glossy paper allowing excellent reproduction of the photos and faithful reconstruction of the colors in the 4-view drawings. The decals are in perfect register and the colors are brilliant and correct in tone.

The choice of 1/48-scale decals seems a bit odd since there is no kit of the Il-10 on the market. However, a notice included with the book/decals announces that a 1/48-scale Avia B-33 (license built Il-10) will be available from Special Hobby on sale beginning October 2008. For the modeler working in 1/72-scale, the old KP of the B-33 is readily available, and the *Mark I Dozen Set* is also available with the same book but with 1/72-scale decals as MKD72001.

All 4+ publications are available in the USA from 4+ Publications NA, in Australia from Platypus and Hylands Bookshops, in the UK from Midland Counties, Aviation Book Centre Ltd., LSA Models, The Aviation Bookshop. The recommended retail price is $ 32.00, AUS 34.00, £ 17.50, € 22.00.

[Editor's note: Since I do not build models in 1/48 scale, the review copy of this *Dozen Set* is available through the SAFCH Sales Service for $32.00 in the US (postage included). Add $2.00 for postage outside the US.]

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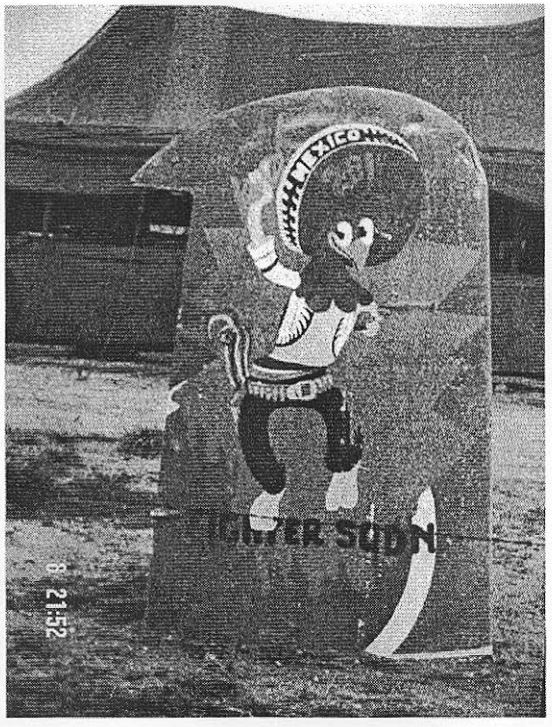
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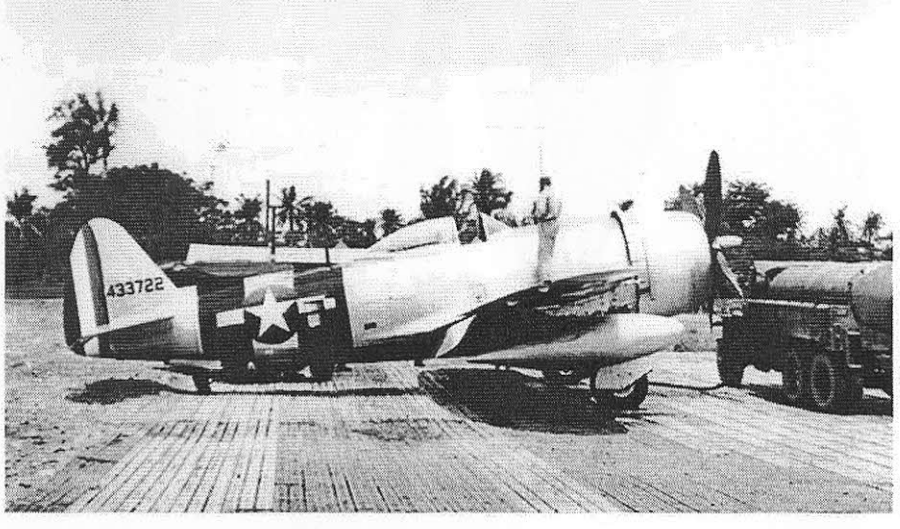
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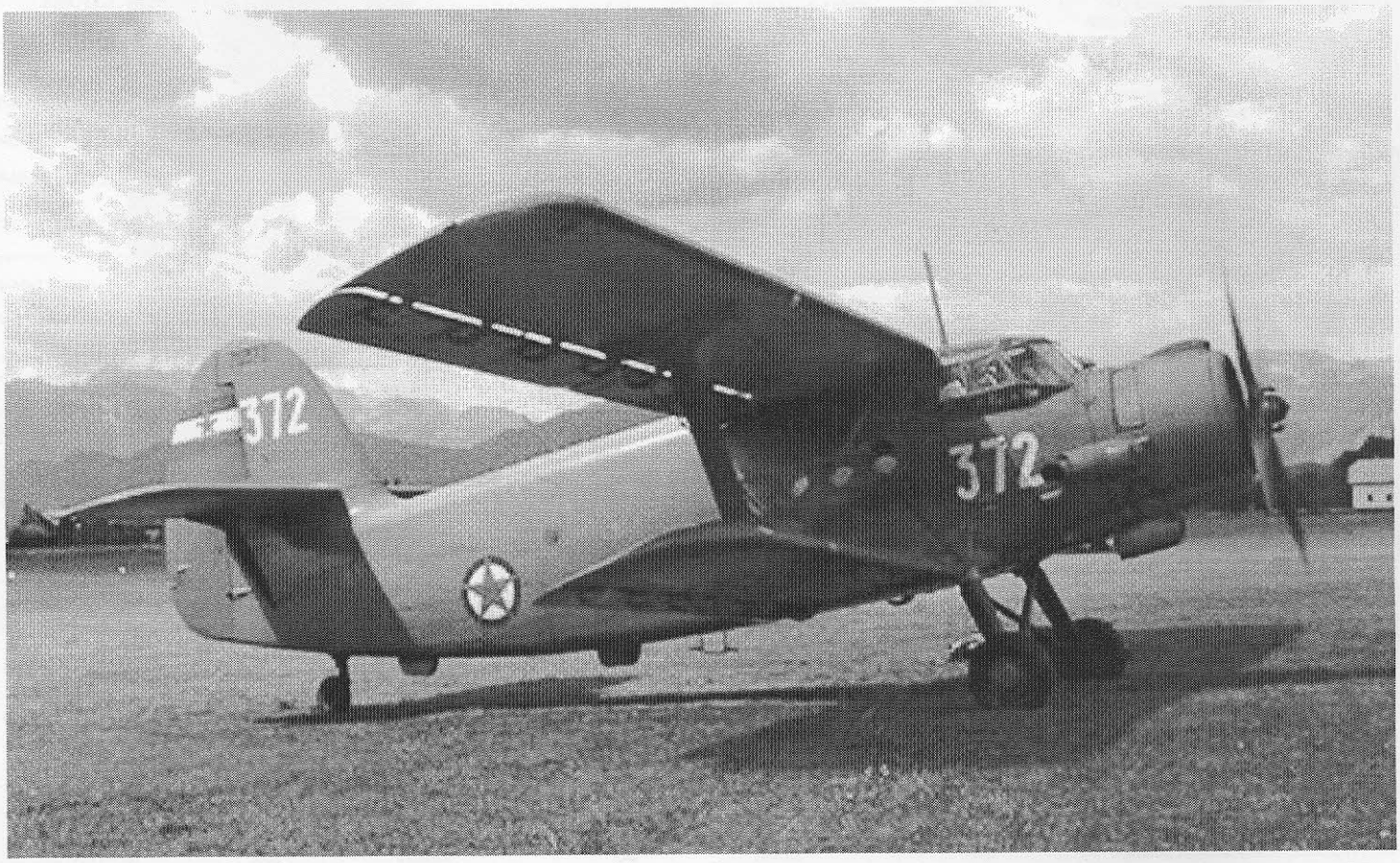
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